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LL. GEORGE'S CURE FOR UNEMPLOYMENT.

RECOMMENDATION TO GOVERNMENT.

NATIONAL DEVELOPMENT LOAN PROPOSED.

ALL-IN CONFERENCE.

London, Oct. 17.

Mr. Lloyd George, addressing the National Liberal Federation conference at Torquay, referred to the recent conversations between the leaders of the Liberal and Labour Parties on the subject of unemployment.

The principal Liberal recommendation to the Government, he said, was that the Government should call a national conference, representing all industries, commercial interests, employers, trade unions, banks and the distributive trades, to make proposals for increasing their efficiency and competitive power by reducing the costs of production without lowering the standard of living of the workers.

Drastic Economy Urged.

Mr. Lloyd George added that the British Government must set an example, as had been done in Australia, by drastic cuts in expenditure, especially as regards the cost of unemployment relief.

Millions of money could be saved by the prevention of unwarranted padding on the dole.

He said that Socialist demands for pensions and family allowances constituted sheer lunacy at the present time. There must be a considerable reduction of taxation.

He proposed a National Development Loan to finance public work.—*Reuter.*

National Development.

On the subject of national development, the following resolution will be proposed at the Liberal Conference:

In order that the idle labour force may be utilised in the equipment of the nation, a systematic policy of capital investment should be undertaken, with proper safeguards that the work done is remunerative. In existing circumstances such work is remunerative to the community even if it involves an initial loss, provided that the loss is less than the cost of maintaining in idleness the labour which it would employ. Capital is available for this purpose which is at present stay of investing in industry. It could be increased by special measures for the encouragement of popular saving and investment under Government guarantees.

(a) Industries which are unable to carry out necessary re-organisation through lack of capital should be assisted by advances under Government guarantee, with safeguards to ensure that any proposed amalgamation or reorganisation are not mere financial manoeuvres for the enrichment of speculators.

Revival of Agriculture.

(b) The revival of agriculture is handicapped by the lack of working capital and by the need of assistance in working out schemes of marketing and co-operation. The development of small holdings is also held up by the lack of capital for equipment. The drainage of water-logged land demands capital outlay, and the productive work of afforestation could be accelerated by an adequate expenditure of capital.

(c) All public works which create favourable conditions for industry, especially cheap transport and power, should be systematically pushed forward as they have been in France and other countries. Such work should not be financed out of the rates and taxes, which only add to the burdens of industry. It should be treated as remunerative capital investment, and the profits accruing from it (as when the construction of a new

LOH HWA PLAYING WORCESTERS.

NO ACTION YET TAKEN BY SHANGHAI F.A.

H.K.F.A. INFLUENCE.

Shanghai, Oct. 18.

Simultaneously with news from Hongkong to the effect that the Hongkong Football Association has suspended, on the ground of professionalism, the three Chinese from Hongkong who participated in the ill-fated European tour of the Loh Hwa team, comes a report from an official source that Loh Hwa will definitely turn out in a League match to-morrow, Sunday.

They are engaged against the Worcestershire Regiment in a First Division game on Pioneer Field. Followers of the game express great surprise at the attitude of the Shanghai Football Association. It was expected that the local authorities would take action in connexion with the recent tour, either against the individual members of the Loh Hwa team, who journeyed away, or against the Club as a whole. The promised statement by the Loh Hwa Club has not eventuated. It is expected that now Hongkong has definitely moved in the matter, the Shanghai ruling body will also act.—*Chin. Press Correspondent.*

WAR OFFICE CHANGES MERIT AWARDS.

ANNOUNCEMENT IN LONDON GAZETTE.

London, Oct. 17.

Royal Warrants are published in the London Gazette, providing for the grant of an "Efficiency Decoration" and an "Efficiency Medal" to officers and men respectively of the auxiliary military forces throughout the Empire.

These decorations and medals will replace those at present awarded for Long Service and Good Conduct.

There will also be one "Long Service and Good Conduct" medal for Warrant Officers, Non-Commissioned Officers and men of the Regular Army and other permanent forces in the Empire.—*Reuter.*

EARTHQUAKE HITS CHILE.

VIOLENT SHOCKS CREATE DAMAGE AND PANIC.

New York, Oct. 17.

Sixteen persons were injured and a woman was killed in a violent earthquake shock at dawn today in Chile, according to brief details received from Santiago de Chile.

The interior of Chile between La Serena and Valdivia was affected, and the population was panic-stricken.

Many buildings were damaged. The earthquake lasted for several minutes. The population of Santiago fled in terror into the parks and open spaces.—*Reuter's American Service.*

FATAL KOWLOON LANDSLIDE.

COOLIE KILLED & ANOTHER INJURED.

A coolie was killed and another injured in a small landslide which occurred yesterday at the back of the Kowloon Cricket Club where excavations are going on for the construction of houses in Cox's Path.

A small quantity of earth became dislodged at 10.45 a.m. and two coolies were injured, one of them dying two hours afterwards.

(d) The development of the Empire, for which we have assumed responsibility, should be vigorously pushed forward.

For the guidance of all this work, a Board of National Investment should be established, as recommended in the Liberal Industrial Report.

CHAN MING-SHU IN NANKING.

TALK ON SOUTHERN PEACE.

MAY RECEIVE IMPORTANT APPOINTMENT.

RED SUPPRESSION.

Shanghai, Oct. 17.

An important conference between Marshal Chiang Kai-shek and General Chan Ming-shu, the Civil Governor of Kwangtung, is in progress in Nanking concerning the measures to be taken following the announcement of a truce between Kwangtung and Kwangsi.

The disposition of the various Kwangtung Divisions is also under consideration. There is a distinct possibility of the 69th and 61st Nationalist Divisions (Kwangtung), sent recently to North China to assist Nanking in the war, being dispatched to Hunan or Kiangsi to assist the Central Government in the anti-Communist movement.

Generals Wanted.

General Tsoi Ting-kai and Chiang Kwang-nai, the respective Commanders of these two Divisions, are remaining at Hankow, but following the receipt of a telegram from Marshal Chiang Kai-shek urging their presence at the com-

HUGE BUILDING WRECKED BY EXPLOSION.

Striker Extremists Suspected of Responsibility.

LOS ANGELES, Oct. 17.

An immense explosion today wrecked the Garment Capital Building, causing damage estimated to exceed a million dollars gold.

Fifty persons were injured and the force of the explosion turned over motor-cars parked nearby.

An outrage is suspected as a strike of the International Garment Workers' Union has been in progress for seven weeks.—*Reuter's American Service.*

ference, they are leaving Hankow this morning by aeroplane for Nanking. Government has sent two special planes to Hankow to escort the Generals.

The disposition of the forces of these two Generals is being keenly watched in Kwangtung with which they have recently been closely connected.

Chan Ming-shu's Future.

It is believed that in the event of these two Divisions being stationed in Central China, General Chan Ming-shu, the actual commander of the Divisions, may receive an important appointment.

Nanking Government officials are busy with the preparations of the coming Fourth Kuomintang Plenary Session and telegrams have been dispatched to the Provincial leaders urging their presence. A similar cable has been dispatched to Mr. C. C. Wu, Minister to the United States of America, requesting him to return to China to take part in the Conference. It is understood that Mr. C. C. Wu will be leaving for China some time at the beginning of November.

Shansi Retreat.

The intention of the Shansi forces to give up Shihchiachuang, the famous pass on the Shansi frontier, in favour of the advancing Manchurian Army is conveyed in a telegram stating that Marshal Yen Hsi-shan, Commander-in-Chief of the northern coalition, left Shihchiachuang yesterday morning for Taiyuanfu, the capital of Shansi.

The Shansi forces from Shihchiachuang are concentrating at Liangsteekwan. The Manchurian occupation of Shihchiachuang is

LD. BEAVERBROOK HECKLED.

EMPIRE CRUSADER JOINS SCRIMMAGE.

S. PADDINGTON SEAT.

London, Oct. 17.

Vice-Admiral Ernest A. Taylor, R.N. (Ret.) who commanded H.M.S. Renown during the Prince of Wales' tours in 1919 and 1920, accepted an invitation to stand as Empire Crusade candidate in the South Paddington by-election at a lively meeting this evening.

Lord Beaverbrook, the sponsor of the Empire Crusaders, presided over the meeting and was severely heckled.

There are now four candidates in the field, three of them being Conservatives of one shade or another, and the other representing the Labour Party.

The official Conservative (backed by Mr. Baldwin) is Sir Herbert Liddard, chairman of the South Paddington Conservative Association.

Lord Rothermere has a United Empire Party candidate, Mrs. Stewart Richardson, while Labour has nominated Miss Dorothy Evans.—*Reuter.*

This is the first time that an attempt has been made to split the Conservative vote into three parts, and a campaign of unusual bitterness seems likely. As far as can be ascertained, none of the candidates has previously contested a Parliamentary seat.

MATSHED FIRE AT SHAUKIWAN.

THREE FIRE ENGINES ON THE SCENE.

Some alarm was caused in Shaikwan Road, Shaikwan, early this morning when a matshed, in which was stored a quantity of straw, caught fire.

The Central Fire Station received a call from the Shaikwan Police Station at 3.33 a.m. and one appliance from Central and another from Wanchai were at once despatched to the scene. These engines, assisted by a third from Shaikwan, had no difficulty in putting out the blaze, the "stop" signal being issued at 4 a.m.

Mr. Buckridge, of the Central Fire Station, was in charge of operations.

TWO DROWNINGS IN TEN MINUTES.

FRENCH LINER IN SHANGHAI CONNECTED WITH BOTH.

Shanghai, Oct. 18.

At 3.50 a.m. yesterday, a party of four passengers aboard the French Mail liner Chenonceaux were returning to the ship when one of them a Swiss named Walter Zwercher, fell out of the sampan.

Ten minutes later, a party of French naval men were returning from the Chenonceaux to the French cruiser the Waldeck Rousseau when one of them is alleged to have kicked the Chinese boatman so hard that he fell overboard.

Neither of the bodies has hitherto been discovered.—*Our Own Correspondent.*

CHINESE GIFTS TO ROYALTY.

DR. SU RECEIVED BY THE BELGIAN PRINCE.

Brussels, Oct. 17.

Crown Prince Leopold to-day received Dr. Su Min-ye, the Chinese Commissioner-General to the Liege Exhibition, accompanied by the Assistant Commissioner and the Secretary, who handed to the Crown Prince presents from China for the Royal Family.—*Reuter.*

expected to take place this evening without any fighting.

Peaceful Turnover.

Authentic sources state that the Manchurian occupation of Shihchiachuang was pre-arranged between the Manchurian Commander at Peking and Marshal Yen Hsi-shan.

When retreating to Taiyuanfu, the Shansi leaders left behind 400 coaches and several locomotives at Shihchiachuang. These will be turned over to the management of the Peking-Hankow Railway.

EMPIRE PARLEY PROGRESS.

PRELIMINARY TALKS FINISHED.

AGREEMENT ON DISARMAMENT CONVENTION.

RESEARCH ACTIVITY.

London, Oct. 17.

The heads of the delegations to the Imperial Conference have now completed their preliminary discussions on the whole agenda of the Conference and have recommended to Committees the various questions included in the agenda. It was agreed at their meeting to-day to suspend meetings of the heads until the reports begin to come in from the Committees.

Between sixty and seventy questions are now before the Committees, and at the beginning of next week as much time as possible will be devoted to Committee work, in the hope that the heads may shortly resume their meetings.

At to-day's meeting of the work of the Empire Marketing Board, the Imperial Economic Committee and the Imperial Shipping Committee was considered and their chairmen were thanked for their services.

Disarmament Question.

The Draft Disarmament Convention, which will be before the November meeting of the Preparatory Commission for the Disarmament Conference, was discussed this afternoon by the Arbitration and Disarmament Committee of the Convention.

At a meeting of the Committee under Lord Sankey's chairmanship, the work of reviewing certain aspects of inter-Imperial relations in the light of the constitutional changes made by the 1926 Imperial Conference was continued. Most of the questions before this Committee are of a highly technical character. Some have been referred to small sub-committees, some to technical experts, and some have been considered by the Committee as a whole.

Many Issues Debated.

The questions that have so far been before the Committee include those affecting nationality, prize law and the discipline of armed forces, commercial treaties proposed by the Empire tribunal and the issue of full powers and exequaturs. All of the delegations have expressed their views on these and other subjects, but recommendations will not be taken until the work of the sub-committees is completed.

Merchant shipping questions which were referred to a sub-committee were considered to-day and the discussion of certain treaty questions was continued.

Research Work.

The next task before the Sankey Committee is consideration of the report of last year's Conference on the operation of Dominion legislation. It is hoped that it will be completed by the end of next week.

The Research Committee of the Imperial Conference, comprising the administrative heads from all the Dominions, is making visits to industrial and agricultural research centres in England. Yesterday the Committee visited the National Physical Laboratory and to-day it went to the research station at Greenwich to inspect the plant for extracting oil from coal. The Committee also discussed oil prospecting within the Empire.—*British Wireless.*

ACID THROWN ON CHINESE.

ATTACKED WHEN SLEEPING IN STREET.

While lying asleep outside his premises at 319, Reclamation Street during the night, a Chinese had some acid thrown over him, causing burns to his face and shoulders. He was removed to the Kowloon Hospital in a serious condition.

His assailants got away without being seen.

Bulls and Inners

From the Office Butts.

We're getting on. One of our best known Cadets has declared that "nothing will ever take the place of good hard work."

Amusement Tax got very little support at last Saturday's Races. But he will come into his own in the Legislative Council on Monday.

A Chicago man proposes to run around the world. If he lasts it, the sad part is that he'll see his finish in Chicago.

A reader thinks this Colony would be a much better place if people said what they really thought. By the same token, a goodly proportion would be speechless.

Our Government might take a tip from Berlin and remove the inkpots from the Legislative Council Chamber before Monday's Budget debate.

The way they hug the shore, some of our yachtsmen must be very romantically inclined.

One way of advertising the long life of a motor-car would be to say that it will last until it's paid for.

Next to Company Directors, the doctor gets most inside information.

The motorist bent on beating the other car round the bend often gets the rites.

After you've chosen the flat, comes the rent. And the landlord comes after that.

In one of the American States, motorists who commit more than miniature golf if only the players one offence are to be turned over to the authorities for mental examination. To determine the influence of mind over motor, we suppose.

If the suggested tax on electricity were put into force, we suppose householders would reckon it as current expenditure.

This idea of a Pawnshop monopoly for Hongkong would be all right if we could afford to pay the salary of the Uncle-in-Chief.

The O.B.I. (avec television attachment) is awarded to Mr. N. L. Smith, who, according to a contemporary proved conclusively that a Civil Servant can play in a golf match at Shanghai and at the same time act as Deputy Clerk of the Councils at Hongkong.

If, as suggested, Hongkong ladies take to shorts for tennis, Ice House Street should buck up a bit.

According to a contemporary, a Government official expressed the opinion that "Hongkong is yellow." The gentleman appears to be jaundiced!

Isn't it about time a Commission was appointed to enquire whether there's any professionalism in golfing and tiddley-winks?

At the recent Conference on Far Eastern Weather Services, one strong Shanghai combination of the delegates wanted a definition of a depression. No-one was able to co-necked with him to the heads of local firms.

Lots of things laid on the table on Thursday at the Legislative Council never hatch out.

Some famous sayings:—"I'm severe hardship on the poor that book."

Although Hongkong took We have been unable to verify Wrigley with them to Shanghai, the rumour that a local Scotsman, they appear to have bitten off that air was free, inadvertently burst his four tyres.

The morals of Hongkong are very bad.

To have that reputation makes us sad; For it is really true, For there's nothing we can do, Unless we cable "Same to you" —by Gad!

The Honourable Member who advocates a sort of clubland Utopia will, we trust, not lay undue emphasis on the second syllable.

The bust of a former Tammany executive was rejected recently in New York, and now the sculptor has brought suit. Maybe he didn't submit a rough graft first.

Another infamous saying:—"Stop me if you've heard this one."

Chicago, it is reported, is going in for miniature golf in a big way. It appears they must also kill Time there.

A contemporary delivering itself of a technical description of Hongkong's new wireless set, stated:—"The new set has power of two kilowatts, compared with that of 500 metres of the present set." We cannot say whether this refers to radio or rodeo!

The unemployed in Hongkong don't know how well off they are in Bavaria, the jobless are paid dole in the form of limburger cheese.

What about cookery lessons on the radio for Kowloon coolies?

Though they may not be much good at soccer, many husbands can kick pretty hard when it comes to footing the wife's bills.

Some women who have banking accounts, we read, don't know what to do with a cheque. They simply can't make it out!

We would have nothing against motorists who commit more than miniature golf if only the players one offence are to be turned over to the authorities for mental sketches of their game.

Wives of local Scotsmen are now looking out last year's poppy.

Fans, overhead, oscillating, and we suppose householders would reckon it as current expenditure.

Most folk have a hobby-horse but we'd hate to ride one round the world.

A "Pay-Your-Debts" Week has been suggested by a correspondent. What about a "Castor-Oil-For-Croakers" week?

We met a man this week who really had a pressing engagement. He has joined a firm of dry cleaners.

From a recent action, a man who thought he was purchasing a motor car seems to have bought Ice House Street should buck up a pup.

As a visitor to the Colony said, some of these public works are certainly extraordinary.

Certain persons will not be satisfied until they get what they have long axed for.

The power of the pen is not proved by substituting the stink-pot for the inkpot.

Pettit and Huggett proved a strong Shanghai combination of the delegates wanted a definition of a depression. No-one was able to co-necked with him to the heads of local firms.

Miss Apprehension writes to say that taxing sweeps would be a really awfully sorry, I must return fellows in these times.

Although Hongkong took We have been unable to verify Wrigley with them to Shanghai, the rumour that a local Scotsman, they appear to have bitten off that air was free, inadvertently burst his four tyres.

The way some Hongkong ladies use cosmetics, it's obvious they are making up for lost time.

Some of the young bloods who consider they could give points to the tai-pan seem to think that opportunity is merely a chance of getting money without working for it.

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HEALTH BUREAU CASE.

NEW POINT RAISED BY THE
DEFENCE.

LEGAL ARGUMENT.

The case concerning Kwok Chun-sing, charged with uttering a forged voucher for \$520 to the prejudice of the Health Intelligence Bureau, of which he was late manager, was again before Mr. Lindsell at the Central Magistracy yesterday afternoon, when argument was heard in regard to legal procedure and conduct of the case.

Mr. Lindsell: From a letter received from your office, Mr. D'Almada, I understand that you have abandoned *autrefois acquit*?

Mr. D'Almada: Yes, for the moment. I plead "not guilty" now to the charge.

Mr. Lindsell: Do I understand that is the only plea to come forward?

Mr. D'Almada: Yes, "not guilty," and the argument I propose to raise is that I plead that the complainant is estopped by Section 17 (2) of the Forgery Ordinance from—

Mr. Lindsell: Showing that it is "in bar" and to be argued before the plea of "not guilty" arises?

Mr. D'Almada: Yes. I withdraw my plea of "not guilty," and I plead "in bar" if your Worship will permit me.

Mr. Lo: Before my friend begins, I should like to clear up one point. I don't know if he meant it as sort of *sotto voce*, but he did say that "for the moment" he did not raise the plea of *autrefois acquit*. Does that mean that he has postponed it again?

Mr. D'Almada: I shall raise it if our Worship decides against me and the defendant is sent to the Sessions.

Mr. Lo: I am glad to hear that point. Clearly, as the preliminary point of my friend raises a question under the Section of the Forgery Ordinance, I say now my friend is estopped from doing so by reason of the judgment of Mr. Butters, who gave a direct written decision on this point. It was open to defendant respondent before the Full Court of Appeal, to have filed a cross-appeal against the decision of the Magistrate, but my friend did nothing of the kind. I suggest, that it is against all principles of jurisprudence if my friend is permitted to raise the point now. The Magistrate had heard the lengthy arguments of Mr. D'Almada on what he called two points (1) *autrefois acquit* and (2) Section 17 (2) which he contended was a separate point. I submit that it is either part of the *autrefois acquit* or no point at all. I have asked your Chief Clerk to attend to day to produce the original written judgment given by Mr. Butters in this case. I read the following words found in that judgment:

"He also argued against the interpretation put by Mr. D'Almada upon Section 17 (2) of the Forgery Ordinance and submitted that the Section had nothing to do with the question of *autrefois acquit*, but was a saying in view of the fact that the Forgery Ordinance, 1922, was not inclusive of all local forgery legislation. I will say straight away that I concur with Mr. Lo's interpretation of this Section and that I consider it affords no bar to the present complainant."

Mr. D'Almada: Your Worship is not bound by that judgment, this being a hearing *de novo*.

Finality Wanted.

Mr. Lo: My submission is that there must be some finality to some point. In this case my friend raises a point which was over-ruled by Mr. Butters. Mr. Butters also over-ruled some other points brought by Mr. D'Almada. The obvious course then for Mr. D'Almada to pursue was to have filed a cross-appeal before the Full Court, and say "I support the Magistrate in

saying that the *autrefois acquit* point is good, but I appeal against the decision in your favour when he ruled that Section 17 (2) is bad." In that case, the Full Court of Appeal could be left to decide. The only way before the Full Court was whether the defendant was entitled to raise the point of *autrefois acquit*. The Full Court said "No," and sent the case back to be heard *de novo*. It did not say that a ruling which was not argued by either party should be brought up again. Assuming that your Worship is in my friend's favour, that would bring on a position which is grotesque, if, after your Worship has decided in his favour and discharges the defendant, I were to go before the Full Court and it was held that you should never have heard it."

Mr. Lo proceeded to develop further his point by saying that even if Mr. Lindsell were entitled to hear Mr. D'Almada's new point, Mr. Lindsell should not depart from the ruling given by the co-ordinate jurisdiction of another Magistrate, Mr. Butters. In other words, Mr. Lindsell should not depart from his learned colleague. "Obviously, your Worship could not sit as a separate Court of Appeal over your learned colleague," said Mr. Lo.

Mr. D'Almada: Your Worship is not bound by the decision of another Magistrate.

Mr. Lindsell: The finding of the Court of Appeal, in vulgar parlance, has "washed out" the whole of the proceedings before Mr. Butters.

Mr. Lo replied that the point with which the Full Court was called upon to decide was one of *autrefois acquit*, that the point having been decided by the Full Court as being bad, it was the point on which the Full Court sent the case back to the Magistracy with a direction to "continue it." The same Magistrate as had entertained the plea might have to continue with the case, but, for reasons of inconvenience, the direction was for another Magistrate to take it *de novo*. "I say, my friend is estopped from raising the new point."

Plea Accepted.

Mr. Lindsell: I hold that the effect of the Full Court's decision in this case was that it washed out all the proceedings before Mr. Butters, and that therefore, I have now the jurisdiction to entertain Mr. D'Almada's plea. On what grounds do you raise this question, Mr. D'Almada?

Mr. D'Almada: Section 17 (2) of the Forgery Ordinance, No. 11 of 1922, precludes the complainant from bringing these proceedings. I refer your Worship to the words of the Section: "Where an offence against this Ordinance is also an offence under the terms of any other Ordinance, whether passed before or after the commencement of this Ordinance, proceedings may be taken under such other Ordinance or under this Ordinance." What were the proceedings? I have asked, your Worship, for the minutes of the proceedings in the first case before Mr. Grantham, referring to the 22 original charges against the defendant. I now particularly refer your Worship to Charges 3, 4, 5, and 6 of these 22 charges.

Charge No. 3 was fraudulent conversion of \$520; Charge 4 is larceny of \$520; Charge 5 is falsification of books to show that \$520 had been paid out; and finally, Charge 6 is making or concurring in the making of a false entry in a voucher to show that \$520 had been paid to T. K. Leung. The falsification of accounts, your Worship, as I will show, is a forgery. They are both practically the same.

Mr. D'Almada proceeded to quote authorities in support of his argument that falsification of account books and forgery are akin. He went on to argue that the words "any other" occurring in the Section had an alternative meaning, and that "or" was not conjunctive, but disjunctive in its meaning. Although there was no charge of forgery of this particular sum of \$520, defendant was charged with forgery of another document.

Mr. Lindsell: Where the facts would support an offence against this Ordinance and also against another Ordinance, then you must elect under which Ordinance (Continued on Page 15.)

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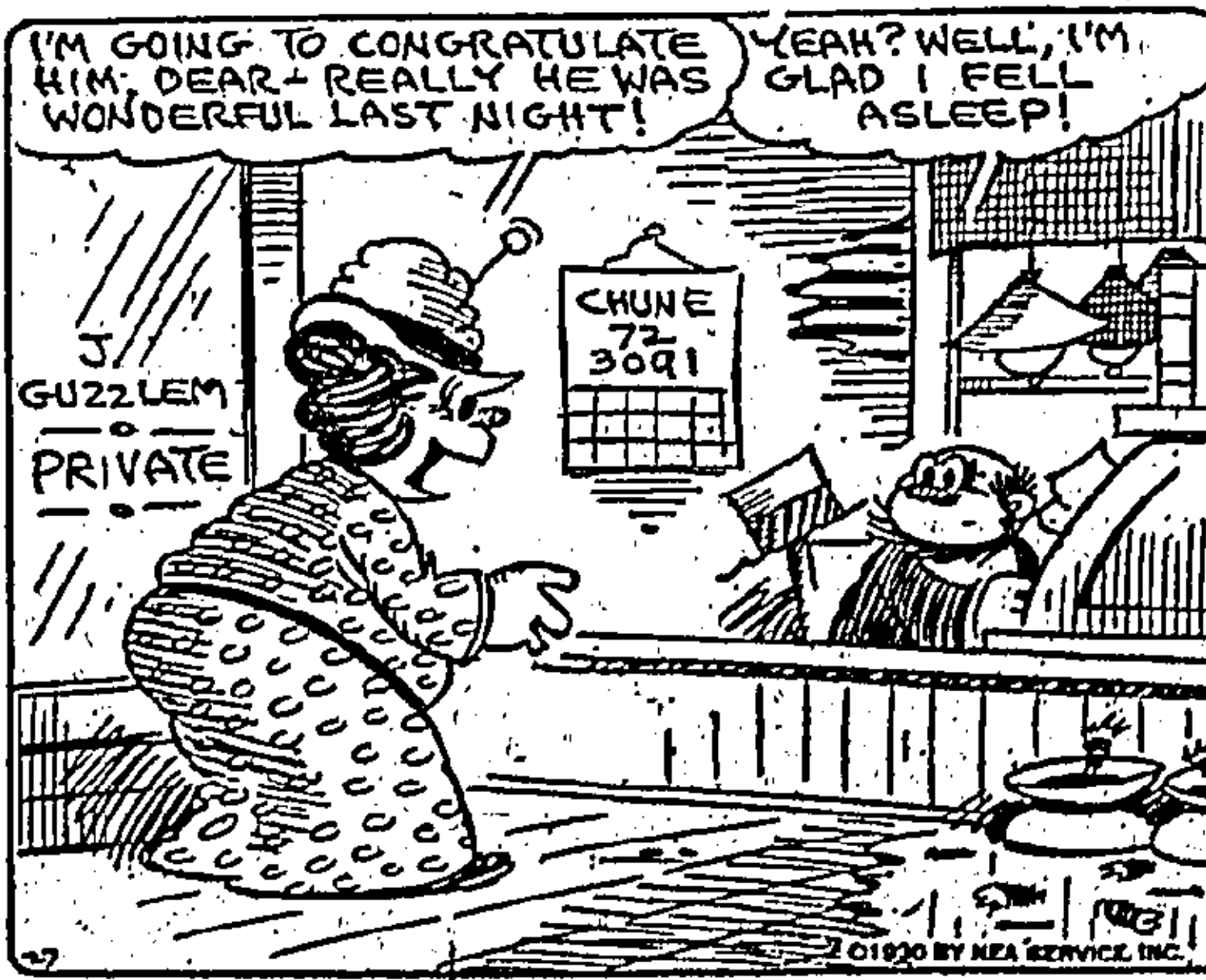
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RUDOLF WOLFF AND CO'S.
WEEKLY REVIEW.

Messrs. Rudolf Wolff and Co., in their weekly review of the metal market, dated London, Sept. 26, state:—

Markets have on the whole displayed an easier tendency and prices, with the exception of Lead, are all lower as compared with those ruling at the close of last week. At times moderate activity prevailed, when buyers were attracted by the comparatively low prices ruling but demand has not been sufficiently sustained to counterbalance the selling and liquidation which has taken place, in consequence of which prices are for the most part lower.

Tin.

Tin has been irregular but on the whole easier, prices showing a decline of £2.12.6 as compared with our last report. Sales in the East during the week amounted to 940 tons; shipments thence up to the 22nd inst. were 3924 tons, and for the month are still estimated at about 6000 tons. Premiums on Straits and Banca Tin are quoted at £2.2.6 and £4. respectively. Demand on the part of consumers in this country and on the Continent has been fairly well maintained, as also in America where business with consumers has been moderately active. The market presents no very material change and conditions remain very much the same as we have recently reported them. Though it may be said that the future is regarded with growing confidence, fundamental conditions have not so far improved as to warrant sustained advance and rising prices are met by free selling and liquidation. On the other hand, the market meets with a good deal of resistance on moderate reactions, for the comparatively low price offers little attraction for bear operations on an important scale, and moreover in many quarters the opinion gains ground that the depression which the market has suffered for some time now must have almost, if not quite, reached its limit, so that prices must respond to the restricted production which should gradually redress the present balance of supply and demand, and the effect of which would be greatly enhanced were industrial conditions to revive, with a corresponding increase in demand on the part of consumers.

Copper.

Copper has been weak again, the price showing a further decline of £1.2.6 to £1.3.9 since our last report. The market has displayed a good deal more activity, and though selling has at times been fairly heavy, offerings were well absorbed by active buying and bear covering. The weakness was chiefly due to less favourable advice from American reports indicating that Customs smelters and interests outside the Association were making further concessions and that, whilst the latter price remained unchanged at 10.50 cents New York, Electrolytic had been offered at 10.25 cents. These reports conveyed the impression that a further reduction in the Association price was not unlikely, and had a weakening effect on the Standard market. Demand on the part of consumers has not been stimulated by the comparatively low prices ruling; on the contrary buyers incline to hold aloof and, as is normally the case in a falling market, cover only their immediate requirements. Whilst the trend of prices is still in a downward direction it must be remembered that, according to records, the price of Standard Copper has not been lower in the last 34 years.

Lead.

Lead has been steady, the price showing an advance of 1/3d for September, whilst that for December has declined to the same extent. Offerings of September have been on a restricted scale and a little belated bear covering therefore was sufficient to disproportionately advance the price, the backwardation at one moment amounting to 7/6d, but this irregularity was due entirely to the technical position of the market and not to any scarcity of actual lead. Demand on the part of consumers in this country has been dull and very quiet conditions are reported from the Continent, where buying has been on a rather restricted scale. Fundamental conditions generally remain very much the same, and if present price levels are to be maintained, the market will require further support.

Spelter has been weak, the price showing a decline of 12/6d to 13/9d as compared with our last report. Some irregularity has prevailed, and the price of intervening months has not been proportionate to September and December, for September has to some extent been supported and was quoted yesterday, for instance, at £15.7.6, whereas October, which was freely offered, was actively dealt in at £15.2.6. December at the same time changing hands at £15.10.0. The October weakness would seem to more clearly represent market conditions, for buyers generally have shown little interest and demand on the part of consumers continues dull. Reports from the Continent have on the whole been rather less favourable and much of the liquidation which has taken place recently in London is supposed to have been for Continental account. The market still presents a weak appearance and buyers still refrain from taking an active interest, in spite of the fact that, at to-day's level, the price is lower than it has been any time in the last 34 years.

In the U.S.A., the market remains quiet and the price unchanged.

London, Oct. 17.

Dealings in the Indian six per cent £12,000,000 loan have started at one and three eighths premium.—*Reuter.*

KOWLOON UNION CHURCH.

QUESTION OF HAVING
LOCAL PREACHER.

At a special meeting of members, subscribers and adherents of the Kowloon Union Church, held last evening, it was decided, upon a motion following a previous secret ballot, to circularise to all members of the Church voting papers by which they are to indicate their willingness for a "call" to be issued to the Rev. Frank Short, to succeed the Rev. J. Horace Johnston as Minister of the Church.

The Rev. J. H. Johnston presided, and at the outset explained that at the suggestion of the committee the meeting was called to ascertain the views of the congregation as to who should continue the ministry there. A name had been brought forward as a possible successor to him (the speaker), to occupy the pulpit when he had gone, and he would ask them to vote as to whether they desired to issue a "call" to the Rev. Frank Short. He was already well known to the congregation, both as a man and a Minister, and therefore there was no need for Mr. Johnston to speak of him personally.

The speaker only wished to say that it was not altogether unique in the history of the Union Church of Hongkong that the name of a London Missionary Society worker should be proposed. On more than one occasion in the early history of the Union Church on the other side, the names of such missionaries had been put forward and elected. He understood from Mr. Gow that the meeting that evening was called in order to ascertain the feelings of the congregation with regard to that name.

Matter Discussed.

Mr. J. Revie explained that there were one or two reasons why the committee had put forward the name of Mr. Short. The first idea was one of convenience. Mr. Short was already on the spot. The second consideration was that of finance, as it saved the passage money, which was a big item.

Mr. B. Wylie said they would like to be satisfied in their minds about one thing. Mr. Johnston had stated that it was his intention not to continue as Minister, and he would like to know whether that resolution was irrevocable.

Rev. Mr. Johnston said that as Mr. Wylie had asked him a direct question, he would answer him. He had weighed the whole circumstances and he did not feel justified in remaining there any longer, although he was sorry to have to detach himself from the work of the Church.

A vote was then taken by ballot, as to whether the members present desired a "call" to be issued to the Rev. Mr. Short, the voting being announced as 22 in favour and 11 against.

Mr. Brown then suggested that as the meeting was not fully representative of the congregation, they should give opportunity for the whole of the congregation to voice their opinion by a vote.

Mr. Revie agreed, and said that they would have to be certain of the support of the whole congregation, and he therefore supported the suggestion.

Mr. Wylie said that the voting had been allowed to proceed, and now they demanded a poll. He submitted that the meeting was convened for a specific purpose and that purpose had been fulfilled. He could not propose a direct amendment, but he would suggest that they should adhere to the vote taken at the meeting.

Subsequently a secret ballot was taken, on the motion of Mr. Brown that all the members of the congregation be circularised to obtain their vote as to whether they desired a "call" to be issued to the Rev. Mr. Short.

This was carried, it being agreed that the committee had the power either to act upon the vote or to call another congregational meeting.

NEW PRINCESS.

HONGKONG CONGRATULATIONS
TO PARENTS.

We have received from the Colonial Secretary copies of correspondence which has passed between His Excellency the Governor and the Secretary of State for the Colonies relating to the birth of a daughter to Their Royal Highnesses the Duke and Duchess of York.

On August 26, H. E. the Governor telegraphed:—"In the name of the community of Hongkong I submit loyal congratulations on the birth of a daughter to Their Royal Highnesses the Duke and Duchess of York."

On Sept. 10, Lord Passfield replied:—"I have the honour to acknowledge the receipt of your telegram No. 101 of the 26th August and to inform you that your message of congratulation has been conveyed to Their Royal High-

RADIO BROADCAST.

THE LOCAL PROGRAMME
FOR THE WEEK-END.

The following programmes will be broadcast at the week-end from Z. B. W. on a wave-length of 355 metres:

Saturday.

7.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

Lilac Time-Vocal Gems.
Columbia Light Opera Co., 9580.
Tommy Handley Calling.
Descriptive Sketch-Tommy Handley. DB9.

The Fly be on the Turntable.
Harry Dearth-Baritone. DX50.
Show of Shows-Selection.

Regal Cinema Orchestra. DX15.
You were meant for Me.
Broadway Melody.

Layton and Johnstone-Duetists. 5392.

Old music Hall Favourites.
Herman Finck and Orchestra. DB27.
P. C. Lamb.
The Modern Diver.

Floresam and Jetsam. 5587.
Drinking.
Malcolm McEachern-Bass. DB174.
Ain't it great to be Home Again.
Silvery Moon.

Layton and Johnstone-Duetists. DB28.

The Mikado (Gilbert and Sullivan).
Harold Williams-Baritone. DB180.
Voyage in a Troopship.

Regimental Band of H. M. Grenadier Guards. DX8.
High Society Blues-Fox-Trot Medley.
Jack Payne and B. C. Orch. CB10.
By The Blue Hawaiian Waters-Tone Picture.

Ketelby's Concert Orchestra. 9864.
The Two Imps.
Dancer of Seville.

Bournemouth Municipal Orchestra. 9505.
Operatic (Famous Operatic Melodies).

Squire Celeste Octet. DX62.
The Piccanninies Picnic.
Twilight on the Waters.

Squire Celeste Octet. DB2.
Little Dolly Daydream.
The Lily of Laguna.

Kit Keen-Baritone. 5720.

Through.
S'posin'.

Van Phillips and His Concert Band. 5557.

9.00 p.m. Weather report, Local Time and Press News.

Dance Programme.

8.05 p.m.

1. Foxtrot.

"What a wonderful wedding that will be."

2. Foxtrot.

"Just give the Southland to Me."

"Just a night for Meditation."

"I think of what you used to think of Me."

3. One-step.

"The Toy Maker's Dream."

4. Foxtrot.

"At Twilight."

"Heaven for Two."

5. Waltz.

"Love Me."

"Tondeleyo."

6. Foxtrot.

"Olat."

"In a little Town called Home Sweet Home."

7. Blues.

"Tip toes through the Tulips with me."

"Wishing and Waiting for Love."

8. Foxtrot.

"I've got a feeling I'm falling."

"Riding on a Camel."

9. One-step.

"Back to Gay Paree."

"The Clatter of the Clogs."

10. Waltz.

"Sweet Memories."

"All is quiet."

11. Foxtrot.

"A little Kiss each morning."

"You're my silver lining of Love."

12. Foxtrot.

"A Yankee at the court of King Arthur."

13. Foxtrot.

"Tonesome little Doll."

11.30 p.m. Close down.

Sunday.

10.00 a.m. Relay of Service from St. Joseph's Church. Sermon: "The Missions." Rev. Father P. Joy.

11.00 a.m.-1.00 p.m. Chinese programme.

1.30 p.m. Weather report, Local Time and Press News.

European programme of Victor records selected and supplied by Messrs. Tsang Fook.

Messiah-Hallelujah Chorus (Handel). Angelus (Massenet).

Charles O'Connell-Organist. 35767.

Just for To-day.

The Holy Child.

John McCormack-Tenor. 1281.

The Rosary (Nevin).

Mighty Lak' A Rose (Nevin).

Fritz Kreisler-Violinist. 1320.

Great is Jehovah (Schubert).

The Lost Chord (Sullivan).

Organ of the Mormon Tabernacle. 35760.

To A Wild Rose (MacDowell).

To A Water Lily (MacDowell).

Chicago Symphony Orchestra. 1152.

Ave Maria (Schubert).

The Swallows (Villanelle).

Darwin Bowen Jr.-Boy Soprano. 35847.

Tales from the Vienna Woods.

Waltz (Strauss).

International Concert Orchestra. 35775.

All Through the Night.

My Lovely Cella.

Reinold Werrenrath-Baritone. 1443.

Faust-Soldiers' Chorus-March (Gounod).

March Religioso (Chambers).

Arthur Pryor's Band. 35804.

Peer Gynt Suite No. 1 (Grieg).

Victor Symphony Orchestra. 35793.

Ma Curiy-Headed Baby (Plantation Song).

The Sweetest Story ever told.

Hilda Lashanska-Soprano. 1334.

Soaring (Schumann).

Wilhelm Bachaus-Planoforte Soloist. 1445.

10.30 p.m. Close down.

nesses the Duke and Duchess of York.

"I am desired by Their Royal Highnesses to express to you their sincere thanks for your message."

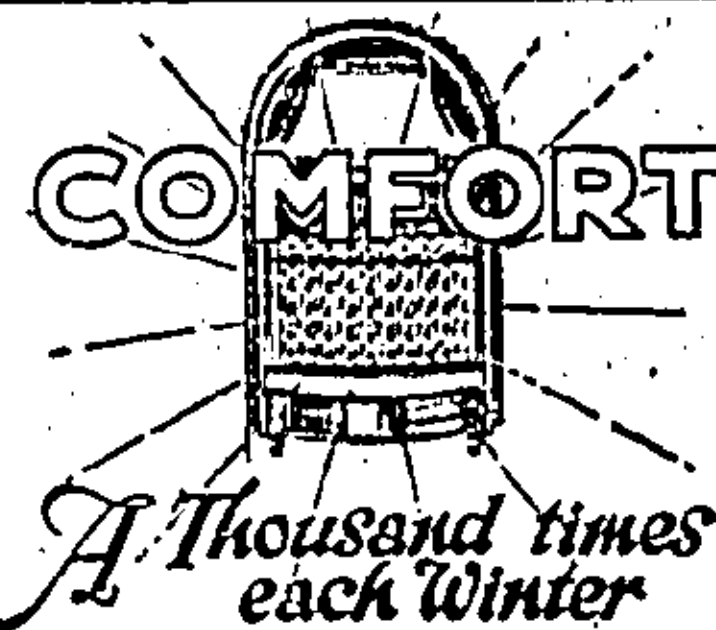
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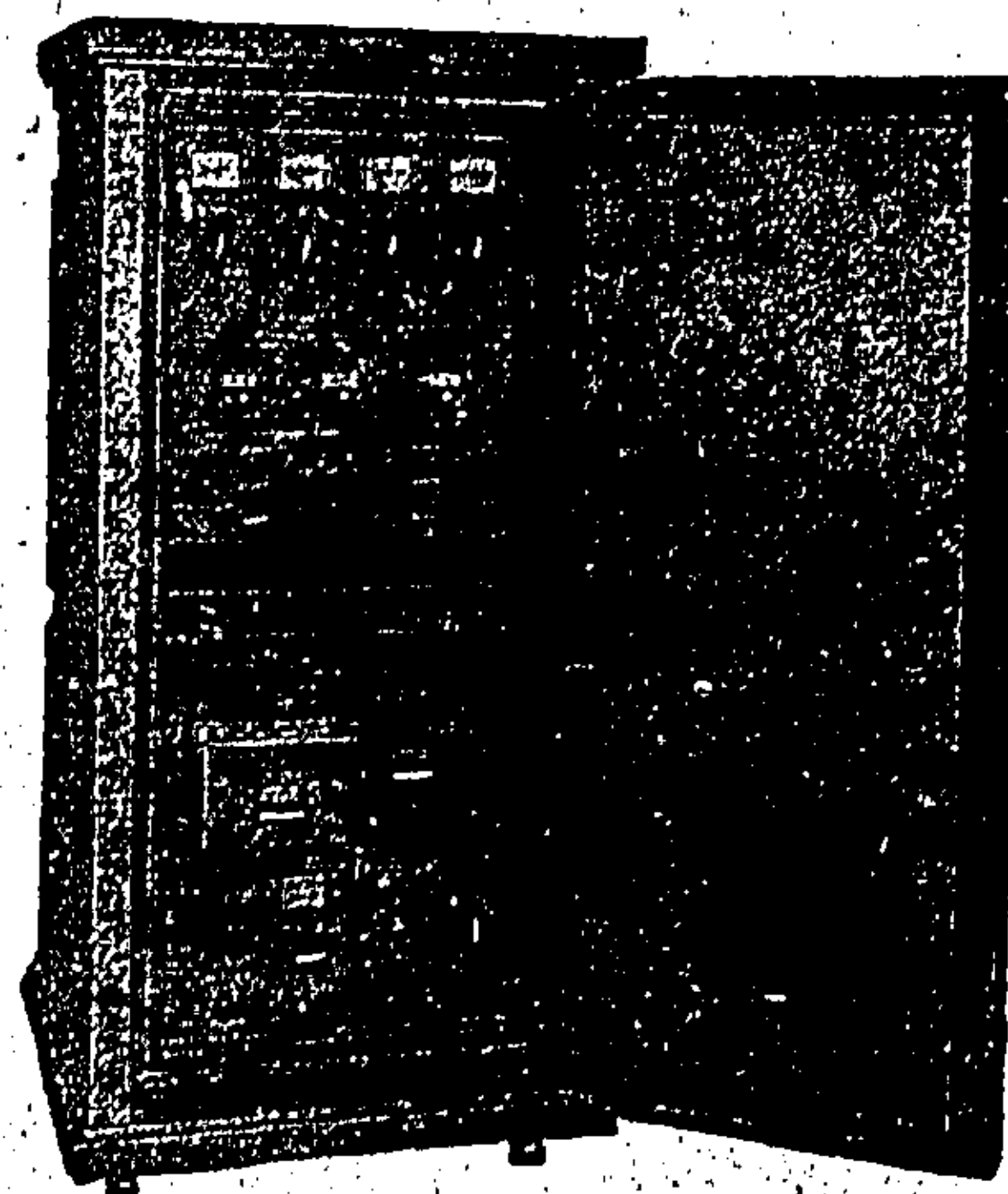
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Index

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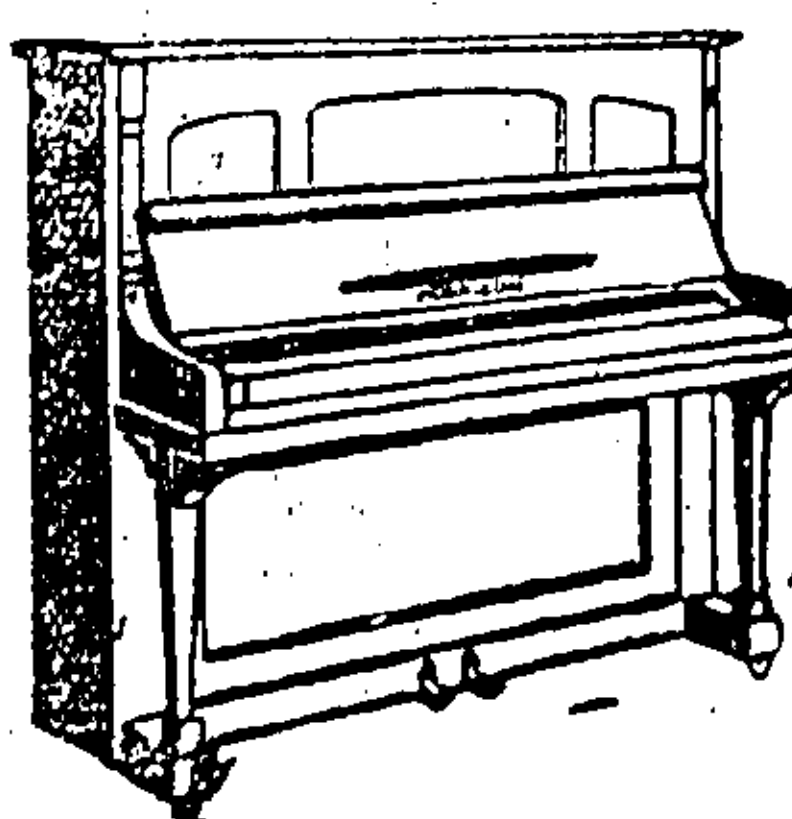
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New Advertisements.

HONGKONG JOCKEY CLUB.

The Ninth Extra Race Meeting will be held (weather permitting) at Happy Valley on SATURDAY, 25th October, 1930, commencing at 2 p.m. The first bell will be run at 1.30 p.m.

MEMBERS ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$2.00 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is \$1.00 for all persons including ladies and is payable at the gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers' Tie-Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order.

C. B. BROWN.

Secretary.

CHURCH NOTICES.

The Eighteenth Sunday After Trinity.

LOCAL SERVICES.

St. Andrew's Church, Kowloon. October 19th. Eighteenth Sunday after Trinity. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. Class for boys and young men. 11 a.m. Morning Prayer and Sermon. Preacher, the Vicar. Subject: "Applied Religion." 2.45 p.m. Children's Service. Speaker, Miss A. M. Bakewell of Linchew. 6 p.m. Evening Prayer and Sermon. Preacher, Rev. E. A. Armstrong. Subject: "St. Luke, the Beloved Physician."

St. John's Cathedral, Hongkong. October 19th. Harvest Festival. Eighteenth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Right Reverend J. O. Feetham. Bishop of North Queensland. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 o'clock. Evening worship, 6 o'clock. Preacher: Rev. F. Short.

Wesleyan Church, Wanchai. (Opposite the Royal Naval Hospital, Queen's Road, E.) Sunday 19th October, 1930. Morning Service at 10.15 a.m. Preacher Rev. Horace Johnston. B.A. Evening Service at 6 p.m. Preacher Rev. J. C. Knight. Amstey. Sunday School at 3 p.m. (New scholars welcomed). At the Sailors' and Soldiers' Home. Service Mens Social Hour commencing at 8.15 p.m.

First Church of Christ Scientist. Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Doctrine of Atonement." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass. U.S.A.

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The Undersigned have received instructions to sell by Public Auction,

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SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local

share quotations issued to-day:

Banks.

Hongkong Bank, \$1520 b.

Chartered Bank, \$17½ n.

Mercantile A. & B., \$26 n.

East Asia \$111 n.

Insurances.

Canton Ins., \$1,080 b.

Union Ins., \$450 s.

North China Ins., Tls. 160 b.

Yangtze Ins., \$50 n.

China Underwriters, \$2.70 b.

China Fires, \$400 b.

H. K. Fire Ins., \$1,080 b.

Shipping.

Douglases, \$27½ s.

H. K. Steamboats, \$263½ b.

Indo-Chinas, (Def.) \$30 n.

Union Waterbuses \$31½ b.

Mining.

Benguets, \$8.70 n.

Kailans, 37½ n.

Langkats, Tls. 8½ n.

Shai Explorations, Tls. 1.30 b.

Raubas, \$24½ b.

Docks, etc.

Kowloon Wharves, \$162 s.

Whampoa Docks, \$32 n.

China Providents \$5.20 b. (Old)

Hongkew's, Tls. 280 b.

New Engineerings, Tls. 7.30 n.

Shanghai Docks, Tls. 122 b.

Cottons.

Ewo Cottons, Tls. 12.30 s.

Shai Cottons, Tls. 82 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$11.40 s.

H. K. Lands, \$76¼ b. (Old)

do. \$75½ b. (New)

Shai Lands Tls. 305 b.

Humphreys, \$16. b.

Realities, \$8.30 b.

Chinese Estates \$87 n.

Public Utilities.

Tramways, \$17.70 s.

Peak Trams, (old) \$13.60 n.

Star Ferries, \$82 s.

China Lights, (Old) \$25 b.

H. K. Electric, \$78½ s.

Macao Electric, \$23 n.

Telephones \$35¼ n.

China Buses, Tls. 18½ n.

Singapore Tractions, 8/- n.

Industries.

China Sugars, 85 cts. s.

Malabons, \$27 n.

Cald: Macg. Ord: Tls. 10.40 n.

Canton Ices, \$3 s.

Cements (Comb.) \$17.75 b.

Ropes \$10½ b.

United Asbestos \$5 n.

Stores, etc.

Dairy Farms, \$26.60 n.

Watsons, \$11.70 b.

Der A. Wings, \$1 n.

Lane Crawfords, \$3.75 b.

Macintoshes, \$19 n.

Sinceres, \$11.60 n.

Miscellaneous.

Amusements, \$23 n.

Constructions, \$24.40 n.

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Every Parker Duofold is convertible—a combination pocket and desk Pen both, at no extra charge. Choose Parker Duofold and you virtually get two pens for the price of one.

Yet you have only one to fill. And you have your accustomed point wherever you are.

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F 30-16

NATIVE POLICY OF BRITAIN.

ATTACK BY A SOUTH AFRICAN MINISTER.

Johannesburg, Sept. 17.

Mr. Grobler, Minister of Lands, made a deep impression by a speech at Pretoria to-day, when he declared that the Union of South Africa cannot passively acquiesce in the British Government's Kenya White Paper.

"We do not wish," he stated, "to give the impression that we are interfering with a neighbour's affairs, but where a policy is foreshadowed which is in direct conflict with the sovereignty of the white man we also are affected."

After referring to the calamitous results of the arbitrary partition of Africa among the European nations during the last century, when misplaced enthusiasm gave the natives totally unsuited, he declared: "We can only act defensively now, and positively refuse to acquiesce passively to the mistake of 50 years ago, being repeated by a declaration within any British African territory that the interests of natives have preference over those of Europeans."

"As a Dominion of the British Commonwealth, South Africa considers she has the right to express a definite opinion in these affairs. We hold that in our knowledge of the natives we have developed a formula; we refuse to consider equality or the enforcement of a European administration on natives as a solution of the problem. Our formula is segregation, wherein lies salvation for both races."

"No Amateurs' Work."

"To Downing Street we say we have discovered this valuable formula by hard experience. We offer it to you but, simultaneously, we say, we may not allow amateurs' work, however well-meant, in a matter of such vital importance to all."

"We expect a more ready acceptance of our ideals in British territories north of the Zambesi, and we deny that England has the right to act anywhere in South Africa in conflict with our ideals."

"Where in the north men have expressed the same spirit, we extend the hand of friendship, and offer them our heartiest co-operation. Their interests are

AIR MINISTRY AND MEOPHAM CRASH.

"NO DESIRE TO CONCEAL ANYTHING."

The Air Ministry has made the following statement concerning the expert inquiry into the Meopham accident, in which six people were killed:

"There is no desire to conceal anything ascertaining the cause of this accident, nor, indeed, is there anything to conceal."

"The Air Ministry are desirous of ascertaining the cause of this accident, and are taking the action which, in their considered judgment, is likely to be most effective to this end."

"In view of the fact that there were no survivors, and that there were no expert eye-witnesses, the only useful investigation at this stage is one which will determine whether the accident can be ascribed to any discoverable technical defect."

"It is for this reason that the Aero-nautical Research Committee, as representative of the most highly qualified technical opinion available, have been charged with this investigation."

"Moreover, it has been made clear throughout the legal representatives of the interested parties that the Committee's report and findings will be published and, further, that a subsequent public inquiry is in no way precluded, should any new factors emerge rendering such a course desirable."

[At the inquest on the victims, Major Cooper, Inspector of Accidents, Air Ministry, stated in reply to Mr. V. Holmes (for the representatives of Sir Edward Ward and Mrs. Loeffler), "I think that there is no question about your having an opportunity of putting questions, advancing theories, or obtaining any information you require at the meetings of the Committee."]

our interests. We refuse to allow ourselves to be submerged."

Mr. Grobler is leader of the Transvaal Nationalists, and this speech was delivered at the annual congress in Pretoria of the Transvaal Nationalist Party.

SIR SAMUEL HOARE'S CHALLENGE.

"THE REACTIONARY POST OFFICE."

Sir Samuel Hoare, Air Minister in the late Government, speaking at Ashbridge (Berkshire) criticised the Post Office, the railways and the shipping lines for lack of interest in aviation.

"Up to the present," Sir Samuel said, "the British Post Office has shown itself to be the blackest reactionary in all matters concerned with the air."

"Almost alone of the great countries of the world, we have refused to have an air stamp, and even now, after several years of successful air communication, air pillar-boxes are regarded as one of the rarest curiosities of the capital of the Empire."

A Celebration.

Almost at the same time that Liverpool was celebrating the anniversary of the opening of the first railway in England, he was flying over in a party of seven Moths, all of them privately owned and piloted by young men who had learnt to fly in their own time.

—Mr. Churchill was in the party to make a morning call upon Colonel Walter Guinness, his former colleague in Mr. Baldwin's Cabinet.

"We flew in formation 70 or 80 miles, landed safely upon one of Colonel Guinness' fields and returned to our base at Sir Philip Sassoon's house at Lympne in time for luncheon."

"What more vivid contrast could there be between the England of 1825, the year of the opening of our first railway, and the year 1930, in which we are now living."

"It would be wise, in my opinion, for British shipping companies and British railways to make the fullest possible use of the new means of transport."

Post Office Reply.

Replying to Sir Samuel's attack, an official of the Post Office in London said:

"Letters posted in the ordinary pillar box must be marked 'air mail' or else they should bear the blue air mail label, which can be obtained free of charge at any post office."

"An air mail stamp might not be so easily detected as the label, for correspondence is all mixed up in one box. A special air stamp might be overlooked in this medium."

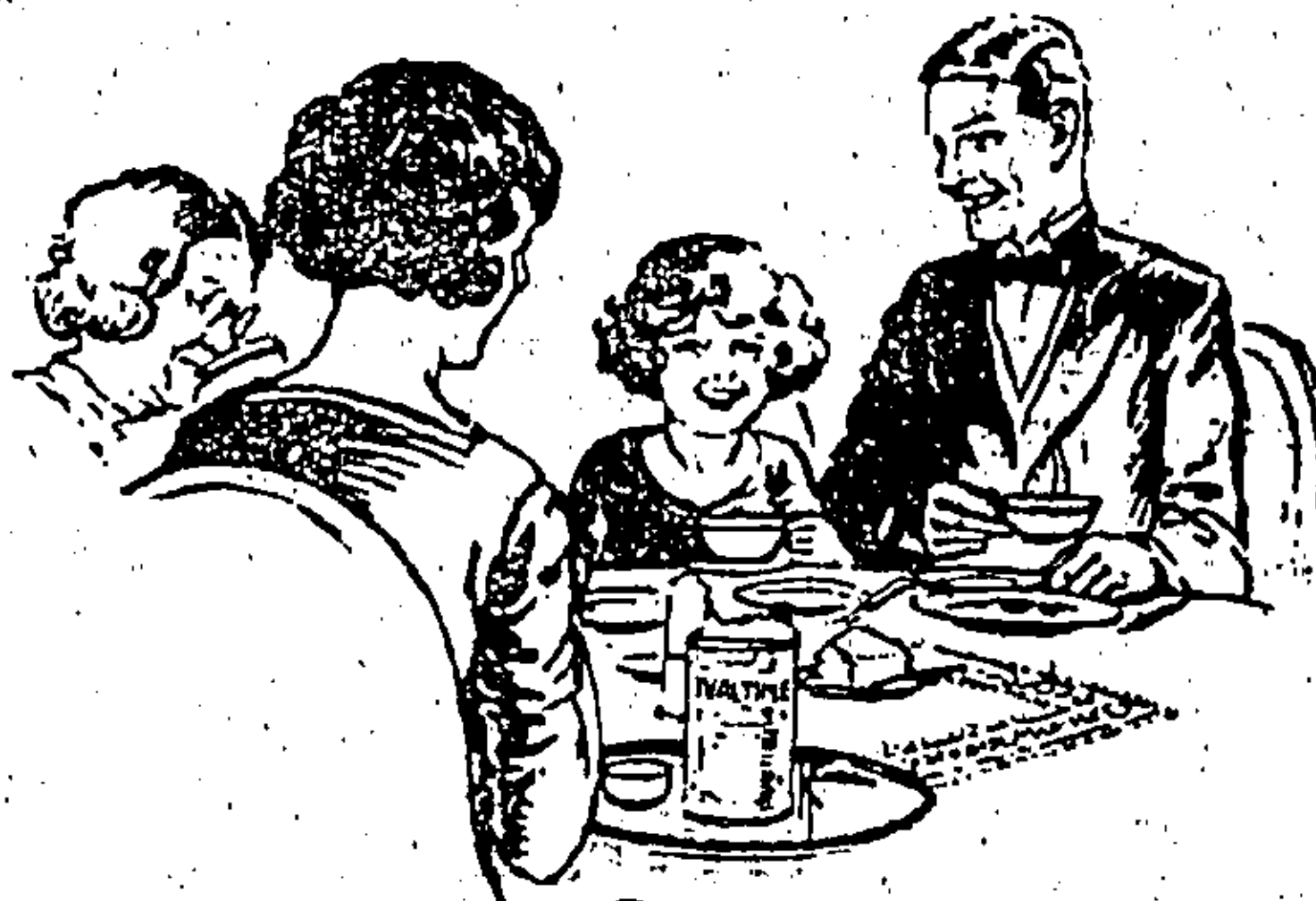
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In millions of homes in every part of the World "Ovaltine" is the daily food beverage for Health, Strength and Vitality.

"Ovaltine" is a pure, natural product. Its ingredients are acknowledged to be the best that Nature can provide—ripe barley malt, rich creamy milk, eggs and cocoa. The healthy giving nourishment they so richly supply is extracted, concentrated and presented as a delicious and easily digested food beverage.

Every particle of "Ovaltine" is nourishment. One cupful contains more nutriment than 3 eggs or 12 cupfuls of beef tea. And the price at which "Ovaltine" is sold renders it the most economical form of concentrated nourishment obtainable.

Every member of every home, young and old alike, should drink this incomparable and delicious food beverage in place of tea, coffee and other mealtime beverages. Drink it also last thing each night to ensure unbroken and refreshing sleep.



The Family Beverage

OVALTINE

for Strength, Vigour & Vitality

A.P.B. 6



White Teeth

and an Aromatic Breath
by using



TOOTH PASTE

START USING IT

TO-DAY

Just a little PEBECO on a toothbrush and your mouth is cleansed and refreshed. The refreshing effects last for hours. You'll like its unusual taste, the delightful feeling of freshness it imparts.

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HONG KONG P. O. BOX 59.

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CHINESE NATIONAL DAY ESSAY CONTEST

Subjects: In English—It is only through hard study that a young man can become a true servant of his country."

IN CHINESE—愛國當自力學始論

Prizes: 1st.—\$50.00 in Sun Co.'s Credit Coupon.
2nd.—\$30.00 in Sun Co.'s Credit Coupon.
3rd.—\$20.00 in Sun Co.'s Credit Coupon.
4th to 10th.—Each one Sheaffer's No. 325 Fountain Pen or one Sheaffer's Gold Filled Pencil at winner's option.

Judges: English Essay—Hon. Dr. R. J. Kotewall, C.M.G., LL.D.
Chinese Essay—Professor Lai Tsai Hi.

The Contest is open to all Chinese Students of Middle and Grade Schools. Prizes will be awarded separately for each subject. Contest closes of the 11th November, 1930. Full particulars obtainable from The Sun Co., Ltd., Stationery Department.

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SANCTITY OF MARRIAGE.

BISHOP OF NORWICH'S
COUNCIL

SERMON AT WEDDING.

The sanctity of married life, with its attendant responsibilities, was emphasised by the Bishop of Norwich (Dr. Pollock) when speaking at the wedding of Lady Helena Rous and Major Benedict Ash at St. Martin-in-the-Fields.

"The whole marriage service," Dr. Pollock said, "the oldest and least altered part of our English Prayer Book containing some of the oldest English that we know, lifts up our hearts, and puts before us as the pattern of married life the mutual love of Christ and His Church. This is the ideal after which we rejoice to strive, and it is the ideal which brings a sense not merely of failure but of shame to any whose married life is not worthy of the Heavenly example."

"Most of those who to-day write and speak about marriage, speak about marriage failure. Some day perhaps we shall find the older people more ready to instruct the young as to the meaning of marriage at its best, and as to the way to reach it."

"Too often young people set out upon their married life without any careful thought before hand, carelessly, heedlessly, not knowing what is in front of them, and sometimes with more of passion than secure affection, rising in their hearts, or only hoping to have a good time in a self-centred life without responsibility."

Service of Betrothal.

"Too many are those who have not even taken the trouble to read through the Marriage Service, before they meet it for the first time in the Church. A sacred service of betrothal might help in this direction."

"But what would help more is that every young man and every girl before they start to be married should have made quite sure that they are friends at heart with a deep true friendship that will grow with the years. Close companionship must never fall to the level of mere goodwill or lower still. It is only in this confident expectation of a growing union and growing affection, widening out as life widens out before them that they can dare to take life-long vows."

"But if they are in this way sure of themselves and sure of one another, they will with God's blessing upon them not hesitate to pledge their mutual trust and love to one another for ever and ever with no idea of any break 'till death us do part."

"It is a wretched atmosphere for young people to find themselves in if the books they read and the talk of older people round them always fixes on the meanness, the wretchedness, the caricatures of unhappy marriage, and on ignominious ways of release from its hated vows."

MR. HEARST ON ENGLAND.

A LITTLE OPTIMISM.
NEEDED.

BRITISH BACKBONE.

Mr. William Randolph Hearst, the American newspaper proprietor, in an interview published in Time and Tide, states the measures he considers England needs to increase her prosperity.

"I think England chiefly needs a little optimism," says Mr. Hearst. "England always comes through its crises, and is always better off after each crisis than before. It is a mistake to say that England muddles through her difficulties. . . . It gets through by means of British brain and British backbone, both of which are of the highest order."

He places England's needs in five categories.

First and foremost it is necessary to adopt a policy of regular and sustained reduction in taxation. "No country can prosper under permanent high taxation," he states. "Taxation, like any strain, can be endured for a while provided a steady reduction brings an end in sight."

"Secondly, England must create wealth, and wealth is created by labour, not idleness. England must therefore put her people into productive labour and not maintain a large proportion of her man power in idleness. If conditions are such that a portion of the population must be maintained by the State, it should then be engaged in constructive and productive labour for the State."

Thirdly, "Production is determined by the quantity of labour, the quality of labour, and the efficiency of modern machinery."

Empire Unity.

Mr. Hearst, although acknowledging that English education in the higher spheres is the best in the world, does not think that our mass education is suitable to our needs. The same applies to our mechanical efficiency, which he says is merely a matter of keeping abreast with the times.

Fourthly, in regard to the general political and economic aspect of the situation, Mr. Hearst believes that in Empire Free Trade and Empire production we are on the rigid road.

"The world is getting smaller every day," he says. "In point of time the various parts of the British Empire are coming closer and closer every day."

Mr. Hearst asks: Should not our Empire be governed as one contiguous and homogeneous unit?

Finally, he considers that the high ideal of England's inflexible purpose should be to secure for her Empire freedom from war and from all the evils and burdens of war. The ancient fetish of a European balance of power is not a principle to ensure peace, but to make war positive and imperative. Peace is secured by an unbalance of power, a predominance of power which renders a nation or a combination safe from aggression.

Hullo,
my
dears!



Hullo my dears, your ancient Auntie has arrived and brought her entertainment—and yours too! It's a variety entertainment. Black currant creams! Pineapple shells! Nougatines! Honey Montelimars! And ever so many more. Fat ones! Fruity ones! Creamy ones! All in this lovely box. Some you see in their dressing gowns—some just as they were made.

NESTLÉ'S
GOLD SEAL
ASSORTED CHOCOLATES

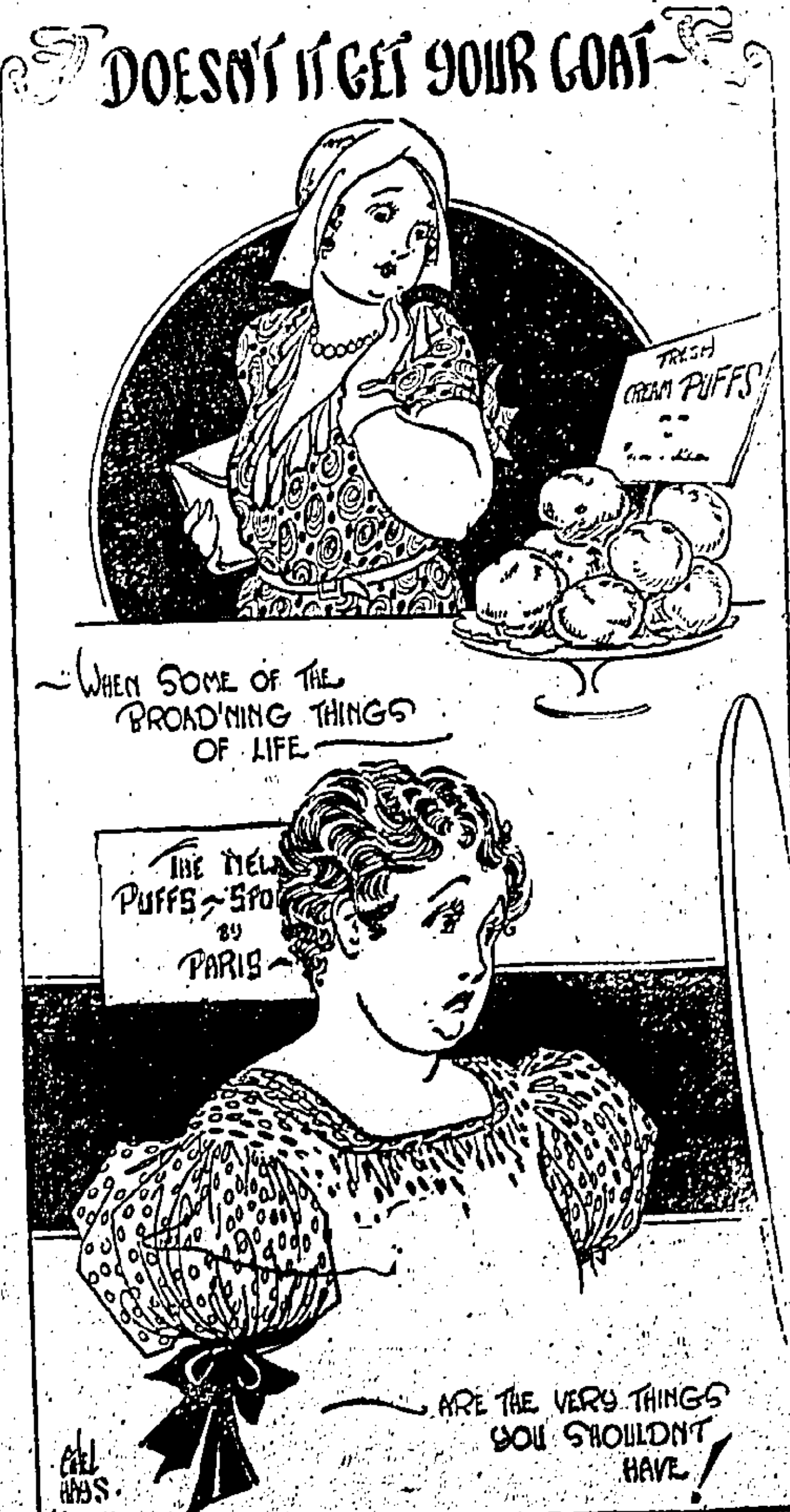


WHAT'S THIS
ABOUT "SPEED"
IN FILMS?

"Speed" in a film means that you can take very short exposures and still get good plucky pictures. This is important when you wish to take moving objects. "Speed" also means that you can use your camera on dull days as well as sunny ones—and this is important nearly all the year round. Kodak Film is "Speedy." But you must be warned that sometimes a film excellent for "speediness" is apt to be exacting, doesn't take kindly to being over-exposed, turns black and nasty. There is none of this churlishness about Kodak Film. Kodak Film is fast but not fussy. It really isn't worth while taking any chances. Everybody sells Kodak Film, so why not have it?

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There was a young lady of Peking
For ages a young man was seeking,
Though she'd plenty of pelf,
She remained on the shelf,
Which to her was just terribly piquing.

Though she spread the glad-eye,
Every fellow fought shy,
Till a friend whispered magic advice,
"Take Pinkettes once a week,
"They'll bring bloom to your cheek."
Then soon followed confetti and rice.



Children thrive on this
pure rich Swiss Milk.

There is nothing finer for babies and young children than "Bear Brand" Milk. It is pure rich cow's milk and thus contains all the valuable nutritive and body-building elements for which fresh milk is famous.

It is packed in sealed tins and sterilized, thus preserving its keeping properties and guaranteeing it to be absolutely free from any foreign matter. The milk thus reaches you in its original purity and most wholesome for you can give your children.

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WOMEN'S WORLD

FOR OUR LADY READERS.

LEMON-AIDS.

Some Useful Hints.

When boiling fish try squeezing a lemon into the water. It will keep the fish whole and white, and greatly improve the flavour.

Lemon juice added to the water in which rice is boiling will not only whiten it, but will separate the grains too.

The juice of lemon added to jam when boiling will help it to jelly, and also improves the flavour.

To lend bananas a tang roll them in lemon juice. A few drops of juice added to the water in which eggs are poached will keep them from separating.

When a jelly will not set, add the juice of a lemon, and the difficulty will be overcome.

To remove ink stains, soak in lemon juice and a little salt.

To clean piano keys rub with a paste of whiting and lemon juice.

If glazed tiles are spotted, they should be cleaned by rubbing them over with a cut lemon. Leave them for a quarter of an hour or more, and polish with a soft dry cloth.

Lemon juice will clean aluminium which has become black and dull.

Pure lemon juice should be taken to relieve giddiness and sea-sickness.

Lemon rind dipped in salt should be used, to clean tarnished brass or copper.

A touch of lemon juice on face and hands will safeguard against mosquito stings.

Novel and Effective Trimming.



This beautifully draped dress is made of dark sapphire-blue moire silk—very soft, supple, and becoming. The wide sash, tied in a large bow low on the left side of the skirt is a novel note, and the bow is repeated in miniature on the opposite shoulder.

A New Model.



One of the most interesting and original models at a recent dress show was carried out in green and gold silk net, with applique motifs on bodice and skirt of palm leaves in green velvet.

SELF-RELIANCE.

Teaching Your Children.

"I can usually tell when a new scholar is an 'only child.' At home time he stands in the cloak-room waiting to have his hat and coat put on for him."

This statement, made by an infants' school mistress, makes one realise the necessity for teaching children (particularly only children) at least some measure of self-reliance before school age.

The real training of a child begins long before he enters a school; his first schoolroom is the home.

A child is most impressionable between the ages of two and five. His eyes and ears are constantly receiving impressions, so that teaching a child to "stand on his own legs" should commence almost as soon as he can literally do so.

An only child often suffers from "too much mother." In her love for her offspring she anticipates his every need, waiting on him hand and foot until school age, and even later.

No wonder, then, that he doesn't know which arm goes in a certain armhole when first he attempts to put on his coat, or that he sits down and cries while struggling to put on his gaiters at home time, until teacher comes to his assistance.

The appeal, "Mummy will you do this for me, please?" although

finding a ready response in every loving mother's heart, should be ignored if it is thought the task in question can be performed by the little fingers. But the child's difficulty should not be ignored.

If it be a knot in some string or a shoe lace, just explain to him how to untie it, letting the baby fingers do it themselves. Should, however, the child show impatience or lack of perseverance, it is a good plan to undo the knot just to show him that it can be undone, and then tie the string or lace in a knot again for him to untie.

Mothers, particularly, should remember that the little lives in their care are full of possibilities, and that they handicap their children's natural growth by making things too easy for them. Children can only gain experience by self-help.

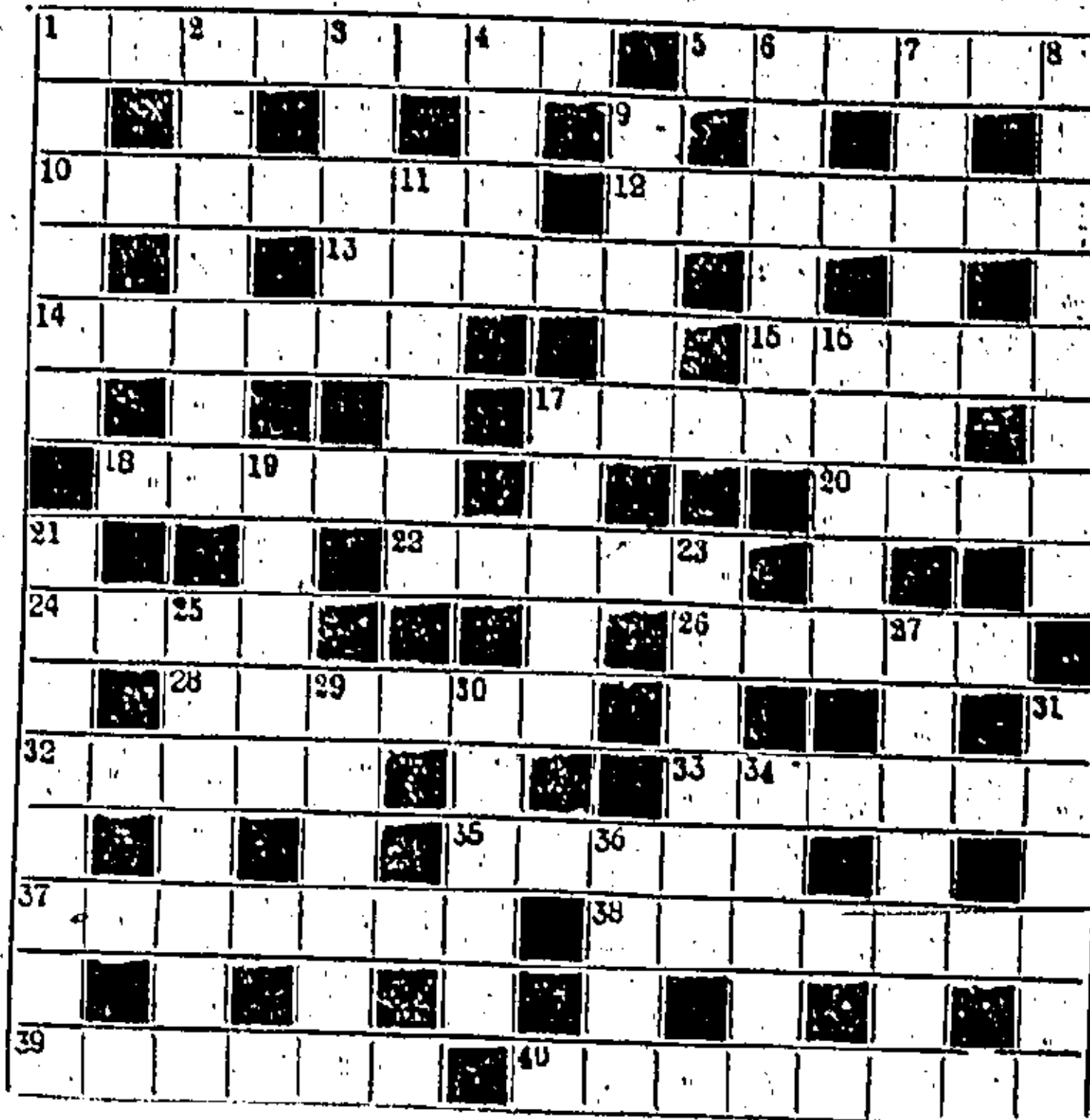
Encouragement and a genuine interest in their problems are what the children need, along with an infinite stock of parental patience.

It is so tempting to help a kiddie who is struggling with buttons, shoe laces, nuts and screws, socks and sleeves turned inside out, &c. Yet it is kinder to look on, only giving help when really necessary. Thus a certain amount of self-reliance will become established before school age.

Parents who bring up their children in this manner are giving them the best possible start in life, laying, as they do, the foundation of good and useful citizenship.

—By A MOTHER.

OUR BRITISH CROSSWORDS.



Across.

- 1 "Niger Ass" (anag.).
- 5 For a hundred years a beauty of world-wide fame was this.
- 10 This dainty edible would be large, if it were smaller.
- 12 Appropriately.
- 13 Large and frequently followed by deep.
- 14 Recesses that contain inches.
- 15 Producing oil.
- 17 "So read" (anag.).
- 18 Look—tears will come.
- 20 Once supreme in Russia.
- 22 Are evenings shorter now than in April? (hidden).
- 24 List.
- 26 One of woman's chief topics of conversation.
- 28 Appearance.
- 32 This is deep.
- 33 Both halves of this fly are identical.
- 35 As this vessel goes forward small stretches of water pass back.
- 37 This may be high or low but is neither.
- 38 A funny face, yet with something ferocious about it.
- 39 This clue is comparatively easy.
- 40 Humble, but torn in the end, nevertheless.

Down.

- 1 Any little rodent will come away from this medicinal shrub.
- 2 Fruit.
- 3 Here help comes from the valleys.
- 4 Obtains.
- 6 A tailor.
- 7 A woman who rules.

- 8 Popular with the thrifty writer.
- 9 Barked.
- 11 A church festival.
- 16 With her key, Edith let herself in quietly (hidden).
- 17 Turn aside.
- 19 Accumulate, a large quantity.
- 21 Performed—with a suggestion that the manager has been assessed.
- 23 His decision is final.
- 25 Fringed ornaments.
- 27 Award beloved of house agents. Most people use it in the past tense.
- 29 Only half of this French soup is in the saucepan, and the remainder is old.
- 30 Bored.
- 31 Pick out, the most exclusive.
- 34 More than half cold yet pungent.
- 36 A large man-eater.

Yesterday's Solution.

VEGETABLE SABLE
EAGLE TACON
NOTABLE UNIFORM
EUSERRIED A A
SOWS GEEASTIE
LAUGERITITE E
CAYS RULES ORAL
O P P L A R E
FINE HEALS ICED
EONGAR SHEER
SPUD VENTIS OON
TER PORTENT SIO
TORIFIC BEATIFY
NESTLE OOLEE E
EPHAB LANDLORDS

PRESS FINANCE.

LOSSES OF NORTHCLIFFE NEWSPAPERS, LTD.

The accounts of Northcliffe Newspapers, Limited, for the year to June 30, show a debit balance of £98,956, which, after providing for Debenture interest, increases the total debit balance to £91,050, though there was a profit of £91,192 on sale of investments, and this has been credited to investment reserve account.

Northcliffe Newspapers is the company formed in 1928 to float "Evening Worlds" at various provincial centres, and to purchase established provincial newspapers in pursuance of which control was acquired of the "Staffordshire Sentinel," "Gloucestershire Echo," "Gloucester Citizen," "South Wales Daily Post," and "Cambrian Daily Leader." Later control was secured of the "Hull Daily Mail"

and "Grimsby Daily Telegraph." The capital was provided mainly by an issue to the public of £1,000,000 of Debenture stock, guaranteed by Associated Newspapers, Ltd., and Daily Mirror Newspapers, Ltd., with which companies, it was stated, the new concern would work in close collaboration.

The newspapers of the company competed keenly with existing journals, notably with some of those owned by the "Berry" group. A suggestion of agreement between the rival groups was provided by the announcement that new papers would not be started in Cardiff, Sheffield, and Aberdeen, as foreshadowed in the company's programme, while the purchase of the "Hull Daily Mail" entailed an agreement not to found new evening papers in other spheres served by Provincial Newspapers Ltd., the vendors, and one of the constituents of the "Harrison" group.

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Take care of your hair while you've got it. Start with Fletcher's Hair Tonic to-day.

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LADIES' DEPARTMENT.



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GARAGE.**

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ANNOUNCEMENT.

The Wedding arranged between the Rev. L. N. Watkins and Miss Hazel Somerville, will take place at St. John's Cathedral at 2.15 p.m. on Wednesday, October 22nd, 1930. No invitations are being issued, but all friends will be welcome at the Cathedral and at the reception to be held afterwards in the Cathedral Hall.

The
Hongkong Telegraph.

SATURDAY, OCT. 18, 1930.

THE SOCIAL EVIL.

Thanks to unanimous Unofficial opposition, a piece of legislation which may have its counterpart in Hongkong in the near future, has been held over by the F.M.S. Federal Council. We refer to an Ordinance to consolidate the law for the protection of women and girls and to effect the suppression of brothels. The section of the Ordinance dealing with the former point was not opposed by the Unofficials, but they presented a united front against the proposal for the compulsory closing down of brothels. It is interesting to note that a similar Bill had already been passed by the Legislative Council of the Straits Settlements, but, despite that fact, the F.M.S. Unofficials pressed for the whole issue to be left over, and, in deference to this request, Sir Cecil Clementi agreed that further consideration should be withheld pending the visit of a League of Nations Committee which is coming East to investigate the subject.

One of the main arguments of the official who introduced the measure was that the existence of tolerated brothels had been largely responsible for the traffic in women and girls between Malaya and China. It was not shown, however, that to suppress brothels would put a stop to this infamous traffic. Indeed, it may be taken for granted that the suppression of brothels would result in the coming into existence of innumerable "sly" houses, to which girls could be taken and no opportunity be provided for tracing them, as can be done in the case of tolerated houses. The objection to compulsory suppression, however, rests on more serious grounds than that. Medical opinion on the subject was put forward in the Federal Council when there was read a resolution unanimously adopted by the F.M.S. Division of the British Medical Association. This stated that the complete suppression of public brothels would cause a serious increase in the incidence of venereal disease, and it was added that the objects of the Bill would be more effectively attained, and the public health safeguarded, by strict police and medical supervision of all registered brothels, and the rigorous suppression of the "sly" prostitute. It was asserted by another speaker that the experiment of closing down known brothels had already been partially tried in Singapore, but had proved a failure. The result had been an enormous increase in "sly" houses, whilst solicitation had become so common in some of the streets that respectable women would not dare venture there at night. Many other arguments were put forward to demonstrate the un wisdom of attempting to deal with the question on the lines laid down in the Ordinance, but eventually Sir Cecil Clementi agreed to the matter being held over, although he indicated that it would be useless for him to write, as had been suggested, to the Secretary of State calling his attention to Unofficial opposition, as the legislation had the imprimatur of the Colonial Office and the Home Government had been influenced in the matter by the League of Nations.

This type of legislation, admirable as it is in its aims, is unhappily conceived by people who do not take account of conditions existing in the East. It might be practicable in countries which have advanced far on the road of civilisation, but there are strong reasons why it would prove unworkable and ineffective in the Far East. In this matter, as in the case of the opium evil, control is far better than attempted suppression. We know that in Hongkong since the registered opium divans were shut down, the Colony has become honeycombed with illicit houses. In other words, the evil has not been cured; it has merely been driven underground. And that is precisely what must happen if a like policy is pursued in the matter of houses of ill-fame.

An English Mystery.

A most interesting booklet has just been issued by the British Broadcasting Company, representing an attempt to reveal the pitfalls in the path of the student of the pronunciation of English place-names. For it is a mistake to assume that the spelling of an English town or village is at all a reliable guide to its pronunciation. From Ulgham in Northumberland, which to the natives is known as Uffam, to Belagh in Norfolk, which different villagers interpret differently, as Beelaw, Beelaa, Beelo and Beelo, hundreds of place-names all over the country have been painstakingly examined, on the spot, by the advisory committee on spoken English, producing mystery upon mystery. Particular care, for instance, has to be taken in distinguishing between Meopham in Kent and Deopham in Norfolk, for the former is Meppam and the latter is Deepam or even Deefam. And Almondbury, of course, is shortened to Aymbury, Cogenhoe is Cookno, and Happisburgh is Hayzboro. Of course, there are many places which provide new excitements for those interested in such details. Lest certainty should become too slick on the tongue Uttoxeter can be either plain Uttoxeter or more ornate Yewtoxeter, abbreviated Uxeter and Uxter, or even fanciful Uchester; Slaithwaite in Yorkshire, again, is either Slaythwaite, Sloit, Slowit, but not Slayit or Slewit. The discrepancy between spelling and the pronunciation is to say the least, rather bewildering, though the modern tendency, with the spread of education, is towards a gradual, if slow, reversion to the original full-spoken form of the word. Thus Daventry, which used to be Dainty, has already recovered its full faculties, thanks largely to its use as a broadcasting centre.

DAY BY DAY

WHILE SELFISHNESS MAY BE THE LAW OF NATURE, IT IS NOT, FOR ALL THAT, THE LAW OF HUMANITY.—*Ferdinand Brunetiere.*

The local weather forecast for noon to-morrow is:—East winds, moderate; fair.

His Excellency the Governor has appointed Mr. B. C. K. Hawkins to be Assistant Head of Sanitary Department.

Among the passengers arriving by the s.s. Karmala was Mr. W. B. Sharpe, who is joining the Anderson Music Company, Ltd.

Amongst the passengers arriving here by the s.s. President Fillmore, in addition to Captain and Mrs. Robert Dollar, were Brigadier General Borrett and Mr. J. A. Plummer.

A Chinese was fined \$50 by Mr. Butters at the Kowloon Magistracy to-day for keeping a gambling house at 6, Canton Road. Fourteen others were charged with gambling and were fined \$3 each.

It is notified that, until further notice, permits for dumping building debris on the reclamation area in front of the Fire Station, Jubilee Street, may be obtained at the Office of the Director of Public Works.

It is notified that at the expiration of three months the Sui Sang Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Observatory returns show that the average mean temperature during September was 79.4, the highest being 89 and the lowest 74.4. There were 137 hours of sunshine and 28.25 inches of rain, whilst the average humidity was 82.

By falsely representing himself to be a servant of the Tin Kwong Firm, a Chinese giving the name of Wong Shing, obtained from the Ming Wong Electric Company of 95, Wing Lok Street, 720 electric batteries valued at \$123.12. The man has not yet been arrested.

Mr. G. Bird, head watchman of the Taikoo Dock, has reported to the Police that a workman, Kwong Fung, of 7 Tai Foo Street, sustained injuries to his chest, caused by a water tank weighing about half a ton falling on him whilst at work on the s.s. Paul Beau. The man was taken to hospital but his condition is not serious.

In attempting to turn suddenly between the s.s. Hop Sang and the shore in the southern fairway yesterday, a junk collided with the ship, damage being caused to one of the life boats and the railings of the Hop Sang. It is not known what damage was caused to the junk. A report of the affair was made to the Police by Capt. Cummings of the Hop Sang.

CLEMENCE DANE on

THE NEW DECENCY.

THE twentieth century, in the first thirty years of its life, has perfected many good and bad ideas inherited from the nineteenth, such ideas as poison gas, flying-machines, the New Prayer Book, wireless, the cinema, make-up, and Summer Time. But its most interesting invention is not a new thing, but a new thought. For do we not, to-day, conscientiously leave undone all those things which yesterday we knew we ought to do, and do all those things which we ought not to do?

It seems to me that the new century has invented a new standard of decency.

At which point somebody says, yawning: "Oh, I suppose you mean sunbathing and short skirts," and adds that the colder months and longer skirts are already with us again, and that, anyway, everyone is sick to death of both subjects.

No Longer "Fast." Agreed! But agree then with me in turn that sun-bathing and short skirts are such very dull subjects because they have long since ceased to be "news." It is as boring to be told that everybody is bathing together as it is boring to be told that everybody is breathing together. We know it! What about it?

Even a picture of a lady shopping in a bathing-dress in Oxford-street does not really excite us. We may say: "How unsuitable such a costume looks!" but we do not say: "How shocking!"

And yet when I was a girl it was considered "fast" to wear a collarless blouse in the suburban daytime and one was taught that climbing to the top of an omnibus was "unladylike."

Why? Why? you might show three inches of black stocking! As for sunbathing and short skirts, either would have shocked us to death!

But these commonplaces of modern life, so dull in themselves, are violently important as symbols. The bathing-cap of 1930 is the liberty cap of the French Revolution. It symbolises a change compared with which the Russian Revolution, or the Chinese Revolution seems a mere local agitation. For "sun-bathing and short skirts" represent nothing more or less than a revolution in the Anglo-Saxon habit of mind; and, as the rest of the world knows, it is much easier to draw out Leviathan with a hook than to get the English to change their views of right and wrong.

Nevertheless, though we English move slowly, we do move. It is six hundred years since we adopted as one of our national mottoes "Honi soit qui mal y pense." To-day we have at last decided that there really may be something in it!

And so we no longer hire Mrs. Grundy to stalk round the English world finding out what everybody is doing and telling them they mustn't.

Instead, we have actually installed the poor old lady, who hates French, in all our dame-schools to set the young idea its copy-book heading—"Evil be to him that evil think!"

It is the motto of the New Decency. We have gone about asking ourselves for sixteen years now: "Why did the war happen? What was the good of it?" for it shook our private and personal belief in the Over-ruling Good.

But what if its horrors taught us at last the true meaning of decency? Would not that be a lasting good?

At any rate, we came out of the war passionately convinced that there was no virtue to compare with the plain common human virtue of kindness; that there was no vice so awful as the vice of cruelty, personal or national. We were sick, outraged, revolted at the hideous indecencies of war. We were convinced that, apart from right or wrong, it was indecent to rip each other's bodies and souls to pieces for the sake of any gain whatever. No religion, no patriotism, no ambition could justify such indecency: no, not even freedom, for, force your idea of freedom upon your neighbour, and you become a tyrant.

And so, through the indecency of war, there grew up this new idea that decency and kindness were two names for the same thing. For if you were a decent person, you tried not to interfere with your neighbour: in other words, you became tolerant. When you saw him do things contrary to your own notions, you no longer asked: "Does this shock me?" but "Does this harm me?" And as soon as one asks: "Where's the harm?" a great many shocking and wrong things instantly cease to be either wrong or shocking.

For instance, the Old Decency said: "It is wrong to exceed the speed limit, whether anyone is hurt by such excess or not." The New Decency says: "There is no harm in speed; but harm in driving to the danger of the public."

The Old Decency said: "It is wicked to drink and play cards." The New Decency answers: "There is no harm in drink or cards; but drunkenness and gambling hurt other people beside the drunkard or the gambler."

The Old Decency said: "It is wrong to play games on Sunday," but the New Decency replies: "The Sabbath was made for man," but adds hastily that the people in charge of the playing grounds must not lose their day of rest.

The Old Decency said that the sight of the human body is shocking, so is love-making in public places, so is education in matters of sex. The New Decency answers gravely: "Evil be to him that evil thinks."

Mrs. Grundy. The New Decency seems to me the best thing that the new century (Continued on Page 9.)



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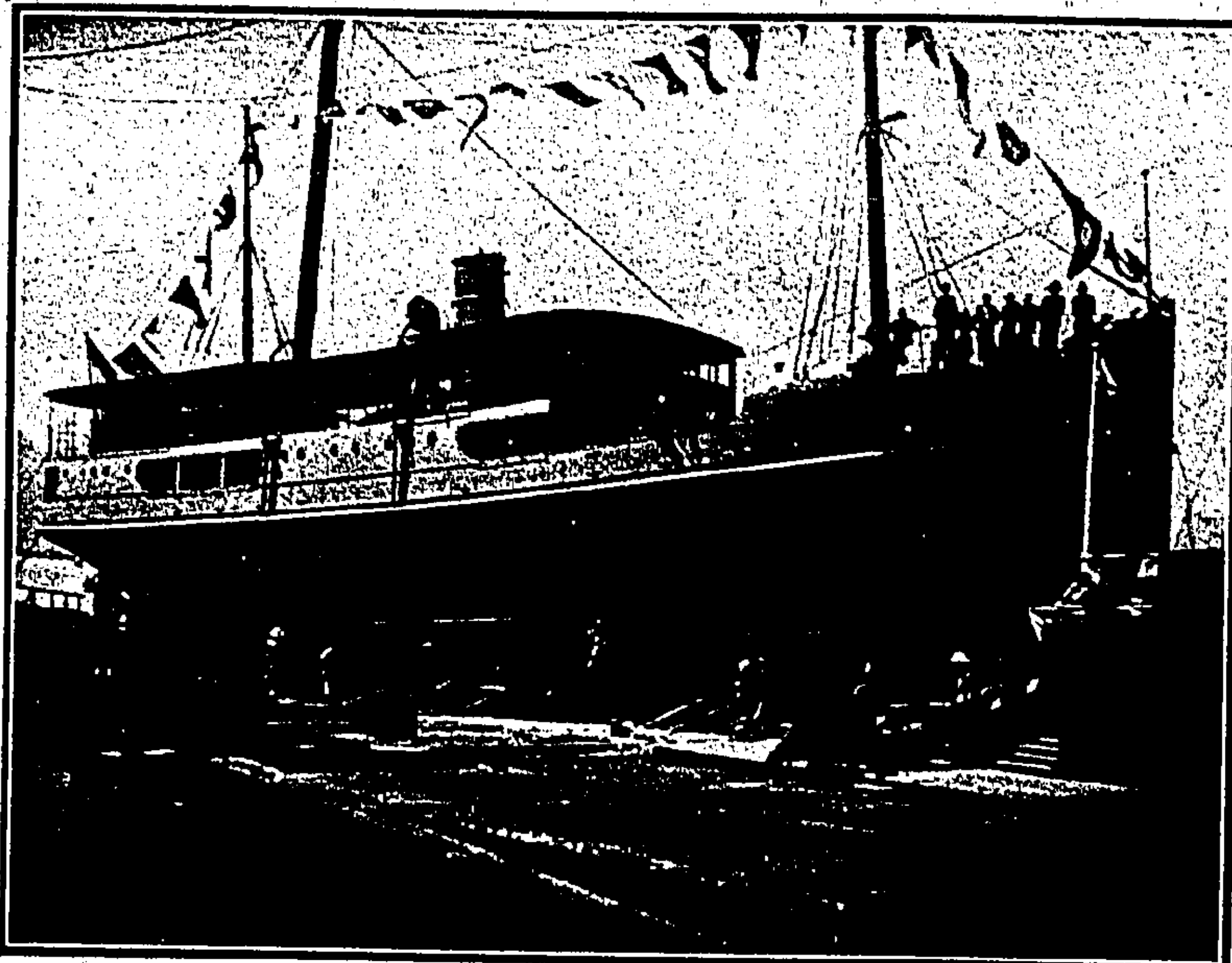
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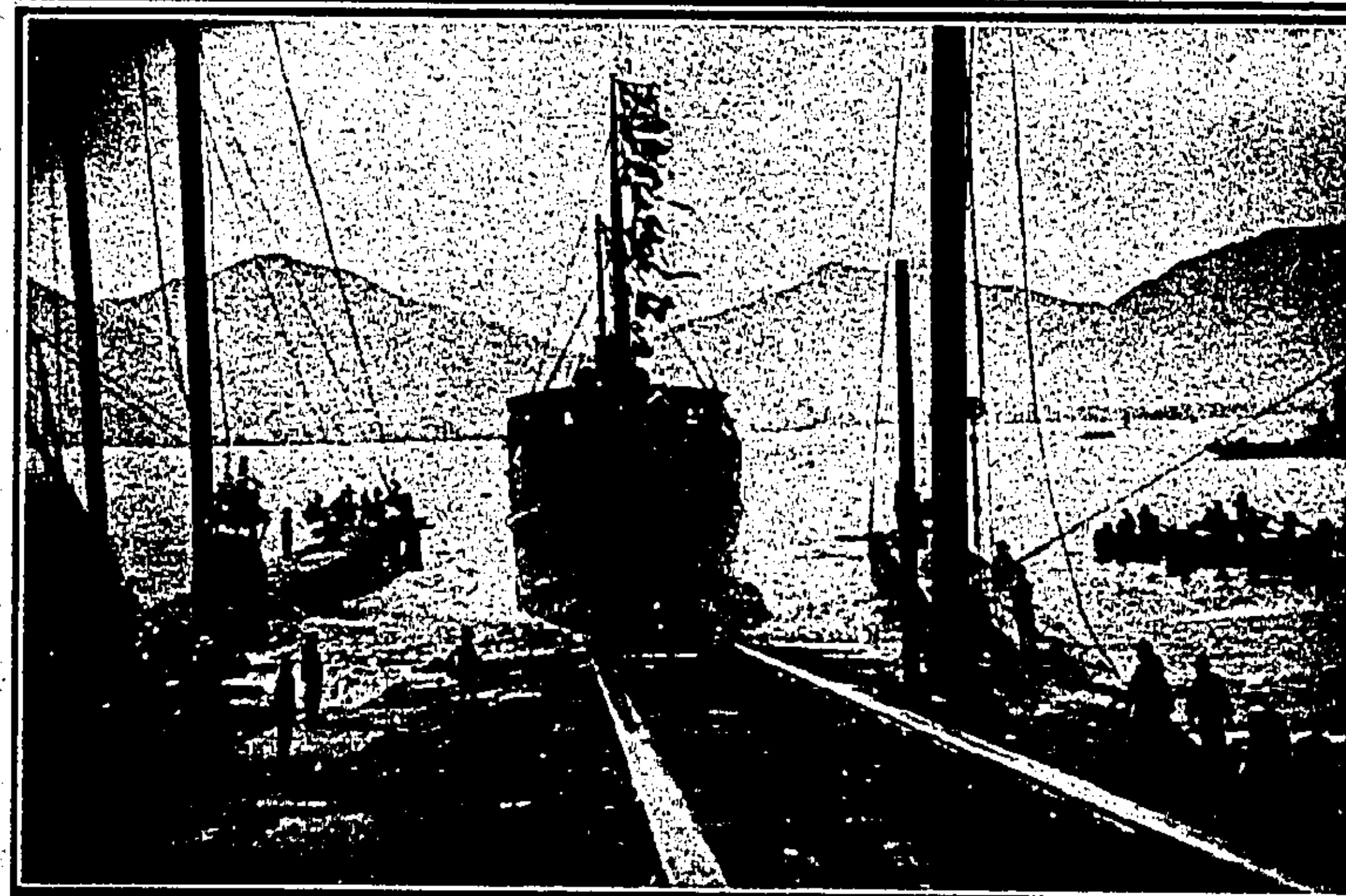
25, Queen's Road Central. and at STUBB'S RD.



An excellent portrait study of the late Sir Softon Branker, Vice Air Marshal, who was amongst those who lost his life in the R.101 disaster. We are indebted to a local resident, who was a personal friend of Sir Softon, for this photograph.



The cargo and passenger motor vessel Kurimarau, built by the Hongkong and Whampoa Dock Co., Ltd., to the order of Messrs. Lever's Pacific Plantations Pty., Co., Ltd., seen at Kowloon just before her launching last Saturday. She is intended for service between Sydney and the Solomon Islands. (Photo: Mee Cheung).



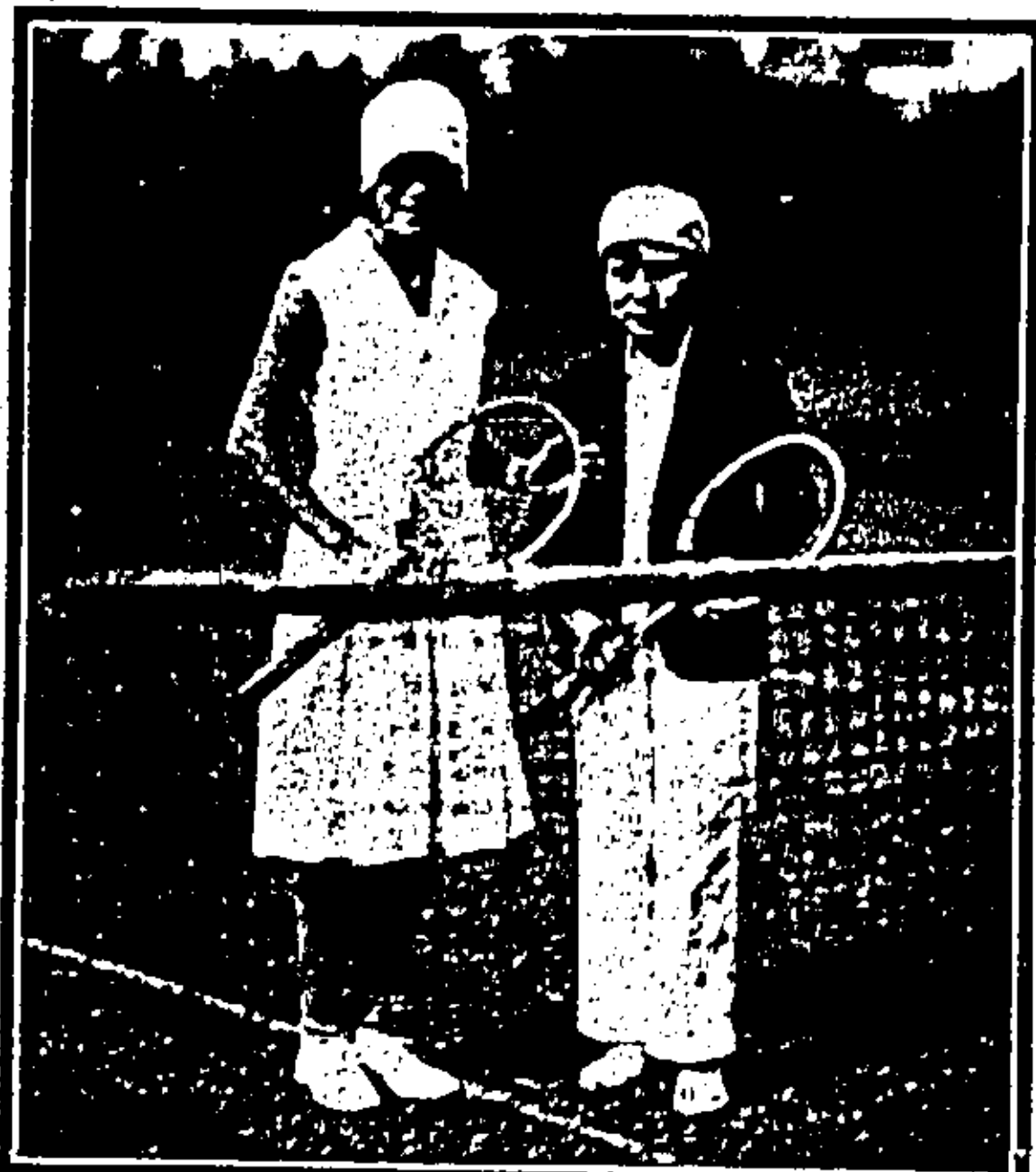
Snapshots taken at the launching of the motor vessel Kurimarau at Kowloon. Above, Miss Mackie, daughter of the Hon. Mr. C. G. S. Mackie, is seen christening the vessel; below, the ship is shown taking the water. (Photos: Mee Cheung).



This photograph was taken on the occasion of the "At Home" by the Chinese Members of the Legislative Council at the City Hall on the Chinese National Day. H.E. the Governor is seen with H.E. the General Officer Commanding on his right and Rear-Admiral R. A. S. Hill on his left. (Photo: A. Fong).



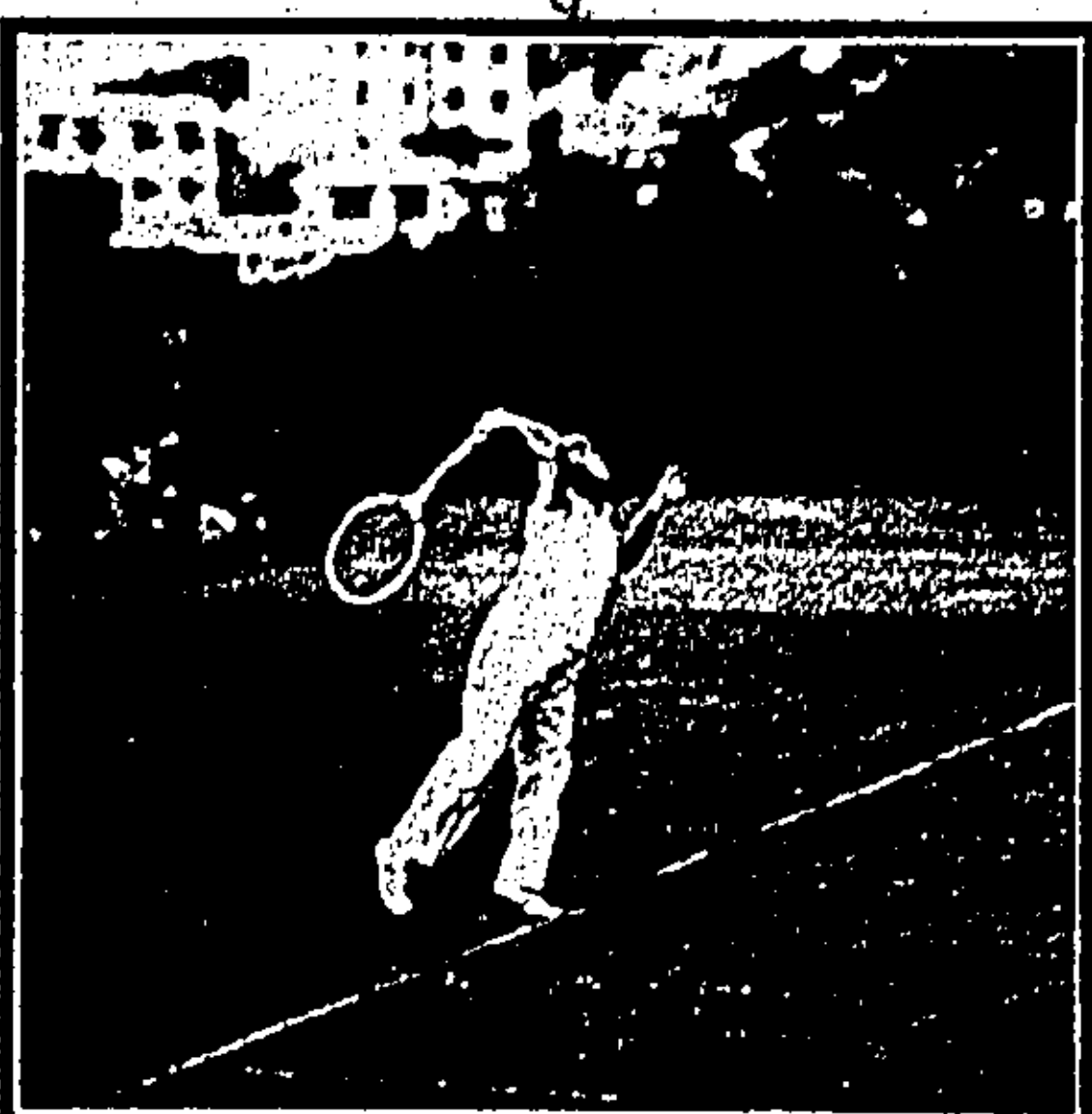
Mrs. E. G. Powell, wife of the new Minister of Union Church, Hongkong, at present on her way to the Colony from Home with her husband.



Miss Enid Lo and Miss Lucy Lee (lady champion of Java) who met in a match last week, the former winning. The visitor's unorthodox dress aroused some comment. (Photo: Mee Cheung).



The Hongkong Football Club's first eleven which met the Royal Artillery on Saturday, the result being a pointless draw. Segalen, the former French International, is seen seated on the extreme right. (Photo: Mee Cheung).



Miss Lucy Lee is here shown in a characteristic attitude whilst serving in her match against Miss Enid Lo. (Photo: Mee Cheung).

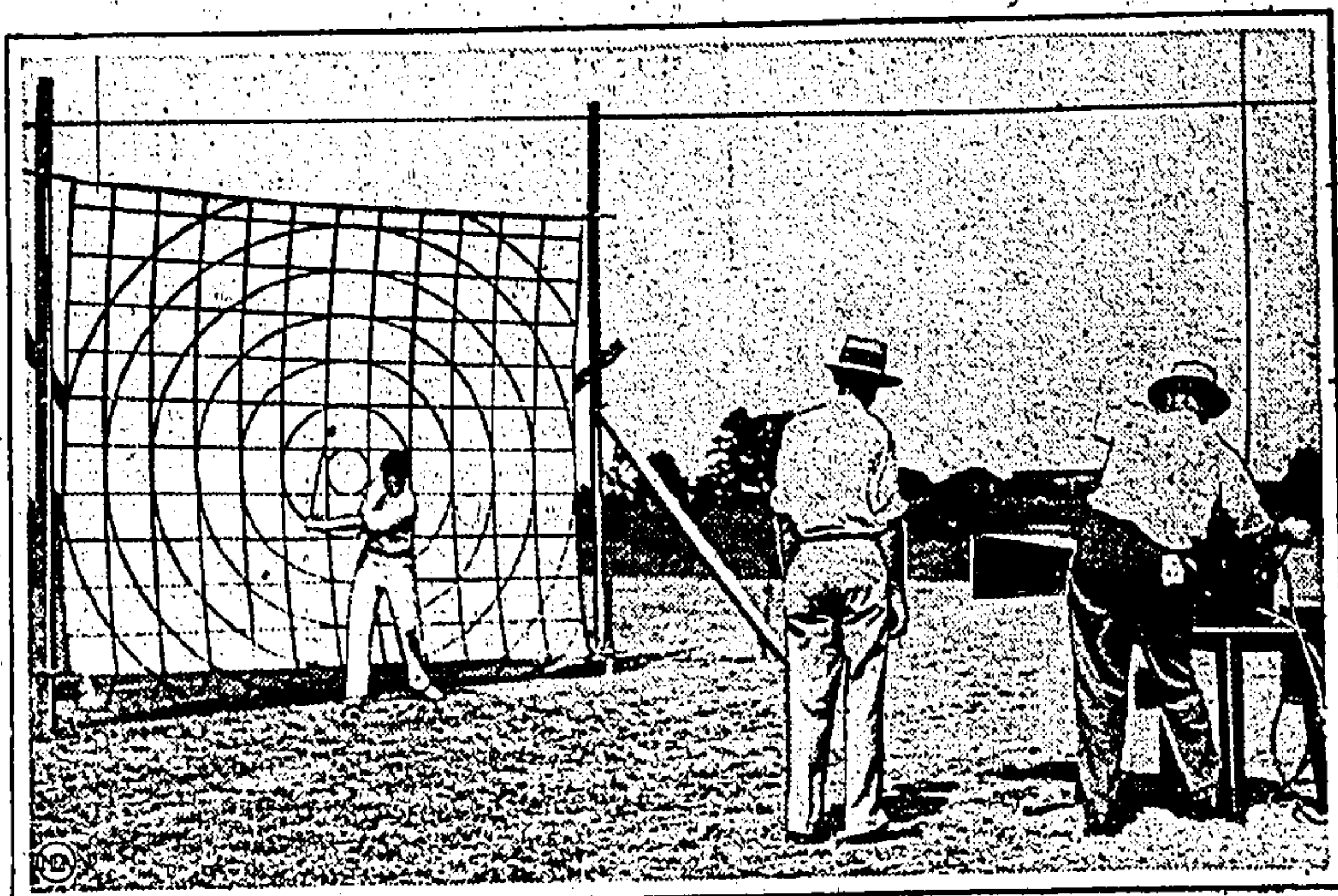


Photographs taken at the annual outing of the Blind Girls' Home, Pokfulam. In the top picture, besides the girls, are seen Miss Gibson, Miss Tong and Miss Moritz (Matron). Below, a group of girls is seen enjoying a paddle.



Two incidents in the course of the Senior League match between the Argylls and Chinese Athletic, which the former unexpectedly won by three goals to nil. The Argyll goalies are saving in each instance. (Photos: Mee Cheung).

BOBBY JONES' STYLE. NOVEL METHOD OF STUDYING IT.



Bobby Jones posing before the high-speed camera which made pictures of his golf form at the rate of 3,200 pictures a second.

At last! The secrets stored away in Bobby Jones' right elbow, in his left arm, in his wrists and in all the other anatomical divisions of the Atlanta barrister which have attuned themselves to produce the greatest golfer of all time, are to be disclosed to a breathless and par-seeking public. This generation and those to follow soon may be able to sit comfortably at home and figuratively take Mr. Jones apart to see what makes him that way. Then, having done so, it can go forth to the nearest practice tee and do as Bobby does.

The Professional Golfers' Association of America has busied itself this summer taking slow motion pictures of Jones with a new device that retards the action to an unbelievable degree. The Association even went so far as to dispatch George Sargent of Columbus, a national open champion years ago and still a leader in pro affairs, to England, where pictures to the same type were made of Miss Joyce Wethered and Harold Hilton. Miss Wethered unquestionably being the finest of all women players and Hilton a stylist whose renown is worldwide, the P. G. A. expects when it is finished with its work to have a pictorial record of all that is orthodox and fundamental in a golf swing, ranging from the putter to the driver.

The films will be available for the first time at the next annual P. G. A. meeting, scheduled in November at Lake Forest, Ill. At that time their merits will be discussed and it will be determined how best to put them to use.

The value of the pictures insofar as their historical worth is concerned, goes unquestioned. Of what interest to-day would be a celluloid reproduction of Old Tom Morris striking with fierce intensity into the gale sweeping off the sea across bleak St. Andrews? Or tragedy-stricken Young Tom bringing his ball out of an unkempt chasm of sand and laying it dead to the pin as was his custom? Or of Ted Ray or Harry Vardon in their prime days when the whole world of fairway and bunker lay at their feet?

Such records would be priceless, although it is debatable how much they would benefit the average Sunday morning foursome at the Club.

The P. G. A., however, does not intend its films for promiscuous distribution. It has no intention of setting up Jones or Hilton as a copybook for all male golfers and Miss Wethered as a living chart for women. It recognizes that there are certain points about the Jones swing, for example, that are suitable only for a man of his build. A player even slightly

taller or with more or less girth than the champion might be compelled to make alterations here and there to achieve identical results.

With this in mind, the Association hopes to study the films with the sole idea of discovering certain fundamentals applicable to the whole field of golf. It will seek similarities in the styles of the three and will use them as a basis for what it hopes will be the beginning of a new and more certain era of teaching.

Sargent, after studying the Jones pictures for only a short time, was said by Albert R. Gates, the new head of the professional Association, to have reached the conclusion that certain theories instructors have been calling "fundamental" for years are all wrong. Perhaps when he has had a chance to digest the Wethered and Hilton films he will change his mind, but this first conclusion comes as a startling hint as to what the experiment many divulge.

Alex Pirie, P. G. A. President, is extremely optimistic over the outcome of the venture. He has been quoted as saying that the films may make America a nation of super-golfers, and professes to see the country's scoring cut down by a full four or five strokes in five years.

YOUNG ACTRESS' FUTURE.

Dorothy Burgess Signs Up for Pathe.

Dorothy Burgess finally is going to be given a chance to play the role of a good girl.

The young New York actress, who made such a hit in "In Old Arizona" and then dropped out of sight for nearly a year only to come back again in "Swing High" and "Beyond Victory," was beginning to fear that she had been stamped as a strictly vampire type when Pathe came along and signed her for the leading feminine role in "The Painted Desert," which has just gone into production.

She had plenty of cause for her fears, too. Actors and actresses are very easily "typed" in this movie racket. All it takes is one outstanding portrayal of a certain type of character and they are very apt to find themselves in that groove during the remainder of their careers on the silver sheet. And Dorothy played three such

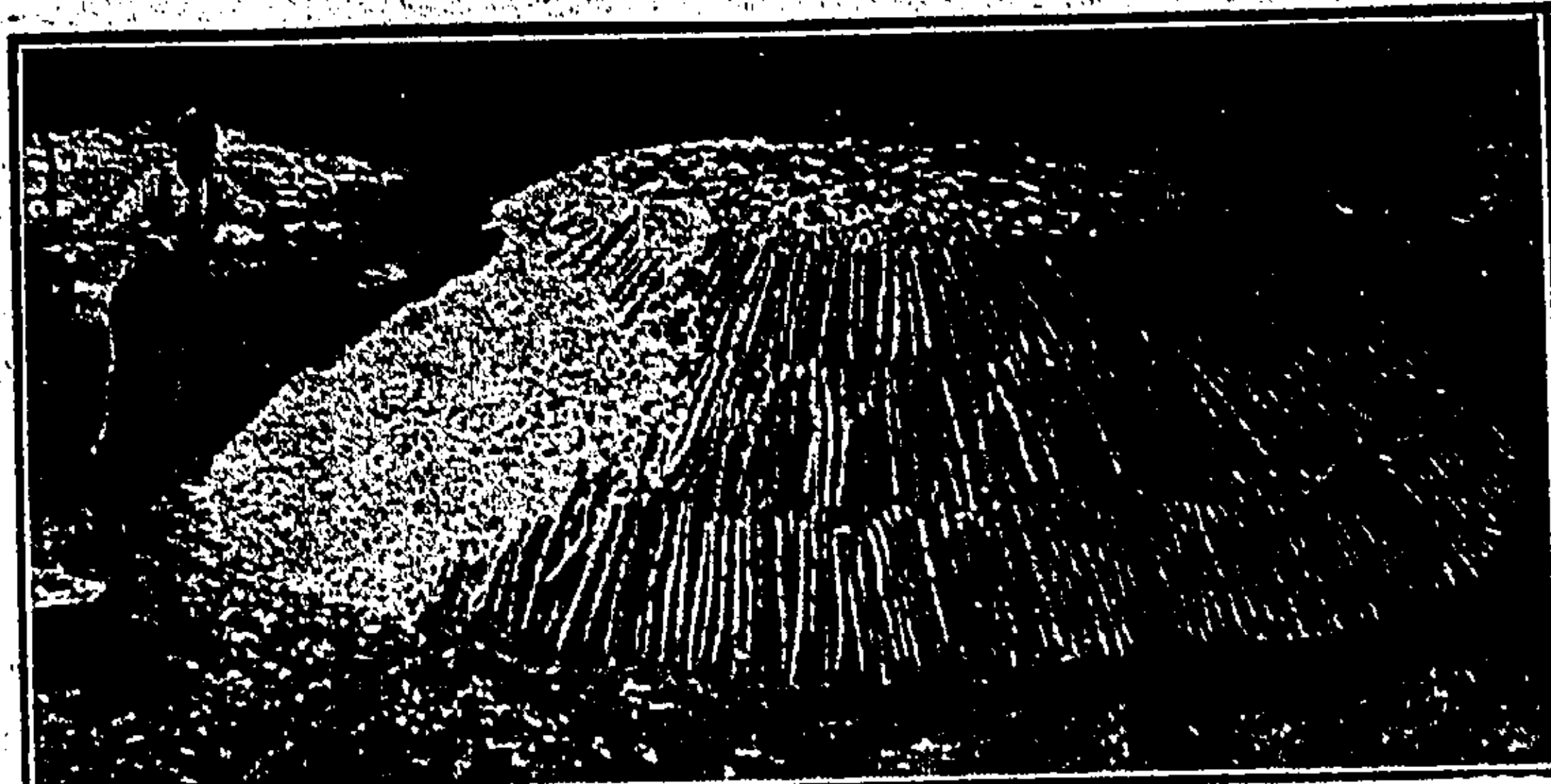


parts. No wonder she was beginning to think she would have to vamp men for a living the rest of her life.

Now She's Happy.

However, somebody on the Pathe lot saw in her the possibilities of a leading woman, a girl with plenty of the old sex appeal who could be romantic and could play scenes that would have the

CHARCOAL-BURNING IN ENGLAND.



Though charcoal burning by the centuries-old method of the "pit" is now almost a dead industry, there are some steel smelting furnaces which still prefer forest-burnt charcoal to the product of the retort, and it is also demanded by some chemical companies. Pits at Longhope, in the Forest of Dean, are built in three tiers of cordwood round a chimney, or flue. They are then covered with shavings, and finally cemented down with earth. Once burning has begun the charcoal burner has to visit the pit every two hours to check signs of flame. Top picture shows the charcoal burner making the chimney before piling up the lengths of wood. This is the first process in making the "pit." Bottom picture showing the charcoal burner putting earth over the shavings. (Times copyright).

HOLLYWOODS' LATEST FIND. Constance Cummings to Play Lead.



Hollywood, Sept. 12.

Hollywood seems to be overflowing with fairy godmothers these days—and they certainly are doing well by their little Cinderellas, too.

First it was Frances Dee, the extra girl who had more experiences than Cinderella ever dreamed of when she was selected as Maurice Chevalier's leading lady. And now Constance Cummings, 20-year-old Seattle girl, has got the same kind of a break. She has been signed by Samuel Goldwyn to play opposite Ronald Colman in his newest picture.

Beautiful, blonde Constance never stepped in front of a motion picture camera until a few weeks ago when she was asked to take a test for the part of Colman's leading lady. She didn't even have the extra experience that Miss Dee had.

Then how did she ever happen to be chosen for such a choice role? Well, it happened in this way. From the time she was a high school girl in Colorado, Miss Cummings had ambitions to become an actress. At first she took part in school plays. After her graduation she played two small bits with the Savoy players in San Diego. Then she went to New

York in hopes of doing bigger things.

During 1928 and 1929 Constance secured work in the choruses of several musical productions due to her ability as a dancer plus a beautiful face and perfect figure. Last spring she secured a small role in "June Moon" and understudied Linda Watkins, who was playing the lead. One day Miss Watkins was taken ill and Constance played her role for several days and thus was brought to Goldwyn's attention. A screen and voice test resulted and Constance was brought to Hollywood.

"I think Miss Cummings is one of the real finds of the year," Goldwyn says. "If I didn't think she was exceptionally good I never would let her play the role of Colman's leading lady, nor would I have signed her to a five-year contract. Those two things speak for themselves."

If the past can be taken as any criterion, Miss Cummings certainly is due for a long ride in this film racket. It was Goldwyn who brought Vilma Banky to this country and it was as Colman's leading lady that she enjoyed most of her success. It also was Goldwyn who brought Lily Damita here from France and she got her start in a Colman picture.

SCENE OF BATTLE OF BANNOCKBURN.



Our picture shows a view of the modern village of Chartershall, taken from the banks of Bannock Burn, which recalls the story of Bannockburn. The precise alignment of the troops on the day of the battle (June 24, 1314) is disputed, but it is probable that the thickest of the fighting took place round Chartershall. (Times copyright).

Diversified Dress For Fall

It is almost impossible to lay down autumn style rules, for individuality is permissible in every dress detail, excepting only those now-well-defined dictates on skirtlength and contours

by Julia



I. for traveling, Jane Regny has designed this charming mustard yellow woolen frock and full length coat of brown and mustard tweed.

WHATEVER you do to be saved from ennui, you are just bound to find the ideal costume to dress the part, this autumn. I have never seen such diversified styles. They take you back to the elegance of the pre-war royal period of luxurious individuality and forward to the day when every woman has a specific career or interest. These points make the new modes pre-eminently practical.

Skirt lengths, waistlines, richness of materials and general contours are quite established and thoroughly authentic by now. You all know, of course, that you cannot have your daytime frocks end much above mid-calf and not feel a bit conspicuous. You all know that your frocks and gowns and even coats must do something about proving to the world that your figure is one to be proud of.

Beyond that, I might point out to you such sign-posts to style as the following: "Sleeve Treatments," "Collars," "Fur Trim," "Tweeds that are Individual," "Satin in the New Off-Blacks."

Since so many of you girls work—and grow more beautiful and sleekly chic under the zest it gives you—I have selected first of all a frock that would give the most added-minded of you admirable poise, so ladylike, dignified and charming is it.

I. IF you happen to be lucky enough to be taking an early winter vacation or to have a traveling job that takes you abroad in the autumn, you will see here a Jane Regny ensemble that would give you both wear and chic. It is a charming mustard yellow frock, of lightweight woolen, made with many fine tucks around the bodice, and both a front and rear panel of deep pleats stitched to flounce length.

The coat is intricately made, of a rich, warm tweed in one of the new browns and mustard yellow. It has its cuff and its entire front closing piped with an inch-wide piping of the mustard yellow, and is stitched in a single narrow stripe of yellow a slight distance inside the piping. It is also lined with yellow. Worn with a brown beret or a yellow felt hat, it is a stunning traveling outfit, practical, chic.

II. FOR those of you who were married last spring, or a year or so ago, or even those of you who are marrying this autumn, now is the chance for you to select some costumes that are perfectly elegant, the kind that seemed a little too rich to wear to work.

One such is a gray moire frock, topped by a bolero jacket in gray ermine, a Worth creation. The dress is a smartly tailored one, with pleats ending the curved hip-lines and a rolling rever effect ending in carved steel buttons. The little fur jacket has three-quarter sleeves, over long cuffs of the moire, and you just pull on a pair of long black suede gloves and see how effective they are. Black pumps, a stitched black velvet hat, and there you are, every inch the lady.

III. SUPPOSE you are a stylist, a designer, one of those who walk off with a salary that makes all your women associates and many of the men you know envious. Gray is the autumn tone for you to cultivate.

A gray satin cloth coat, from Heim, trimmed with matching galliack, is one to notice specially. It has that certain something!

In the first place, it has a side closing, with a high belline so snug as to give the bodice portion quite a bloused effect. Then there is a marvelous vestee, collar and shoulder cape effect in sleek gray galliack, and a front panel, and pointing side panels of the galliack striping the coat to make you look slender. Deep cuffs of the galliack, pulled a little bit, above a narrow cloth cuff, add quite the final touch.

IV. SINCE all of you have those moments in which you relax, I have included in this early winter selection a perfectly lovely pajama suit. There is something imitatively ladylike in this little suit,



II. Heim trims this smart grey satin coat most lavishly with matching grey galliack.

III. Worth uses a bolero jacket of grey ermine to complement this grey moire frock

of palest green Jypscrape, made by Patou, with a lingerie jabot of the same material. It has its little overblouse ending in something comparable to a jaunty little bellboy coat, only a pleated sash comes out from underneath one side, to save it from a boyish look. The trousers flare slightly.

For those days when your rooms may not be any too warm, there is a soft little woolly coat topping it, something like a short bathrobe, made of matching green, with pale pink lining and revers, which makes for comfort at home.

V. SUPPOSE you are still in school. Practical things, but charming, should be your motto. Perhaps some of the new, very soft, very feminine tweeds. Chantal uses black and white tweed and black and white jersey of a different diagonal weave, the coat being a wide regular diagonal stripe, the jersey frock a broken little check figure that gives a diagonal effect.

The coat is made raglan sleeved, with cuffs that have a seiback effect done in points. The skirt of the coat joins the top in the same pointed effect and, incidentally, is fuller, so you will have a fine flare to it. It is lined with black crepe which gives a most effective background for the lighter weight frock. The frock has its cuffs laced with white lacings down from the neck and ties with a lacing. There is a scarf collar on the coat that can either tie under the chin or be worn thrown around the neck.

VI. MADE of crepe satin from Tollman, in the new currant shade which is one of the new off-blacks that runs into a berry tone, this frock looks simple, but do not be fooled. It is made of a most intricate cut, with fitted bandings curving this way and that to give an extremely supple and graceful look to your figure.

It has the new square neck, one that isn't awkwardly square, but a bit wider at the shoulders than at the lower front edges. To further save this neck from awkwardness, bands of the crepe run from the shoulders pointing to the waistline. This frock has a smartly circular skirt, below the hip-banding, and it has quite a few galloons where the bodice joins the high waistline.

With it, a perfect touch of ornamentation is a new necklace made of black beads in much the same berry tone, mixed with roundlets of straw. The whole thing has a very up-to-the-minute effect.



IV. a lingerie jabot adds demure chlo to Patou's new pajama suit of very pale green Jypscrape.



V. Chantal features black and white tweed and black and white jersey in this new fall ensemble.



VI. the new currant shade is Tollmann's choice for this crepe satin gown.

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CALL AND INSPECT.

WHITEAWAY'S



The first three to finish in the Ladies' Harbour Race on Tuesday. Left to right:—Miss Doris Hunt (3rd), Miss Chan Yuk-fai (2nd), Miss Yeung Sau-king (winner). Photo by Mee Cheung.



Miss Yeung Sau-king, the 12-year-old girl who won the harbour swimming race. She learned swimming in May of last year, was the winner of the All-Kwangtung Ladies' Meet, champion of the South China Meet for Ladies, and winner of the harbour race for Chinese ladies.



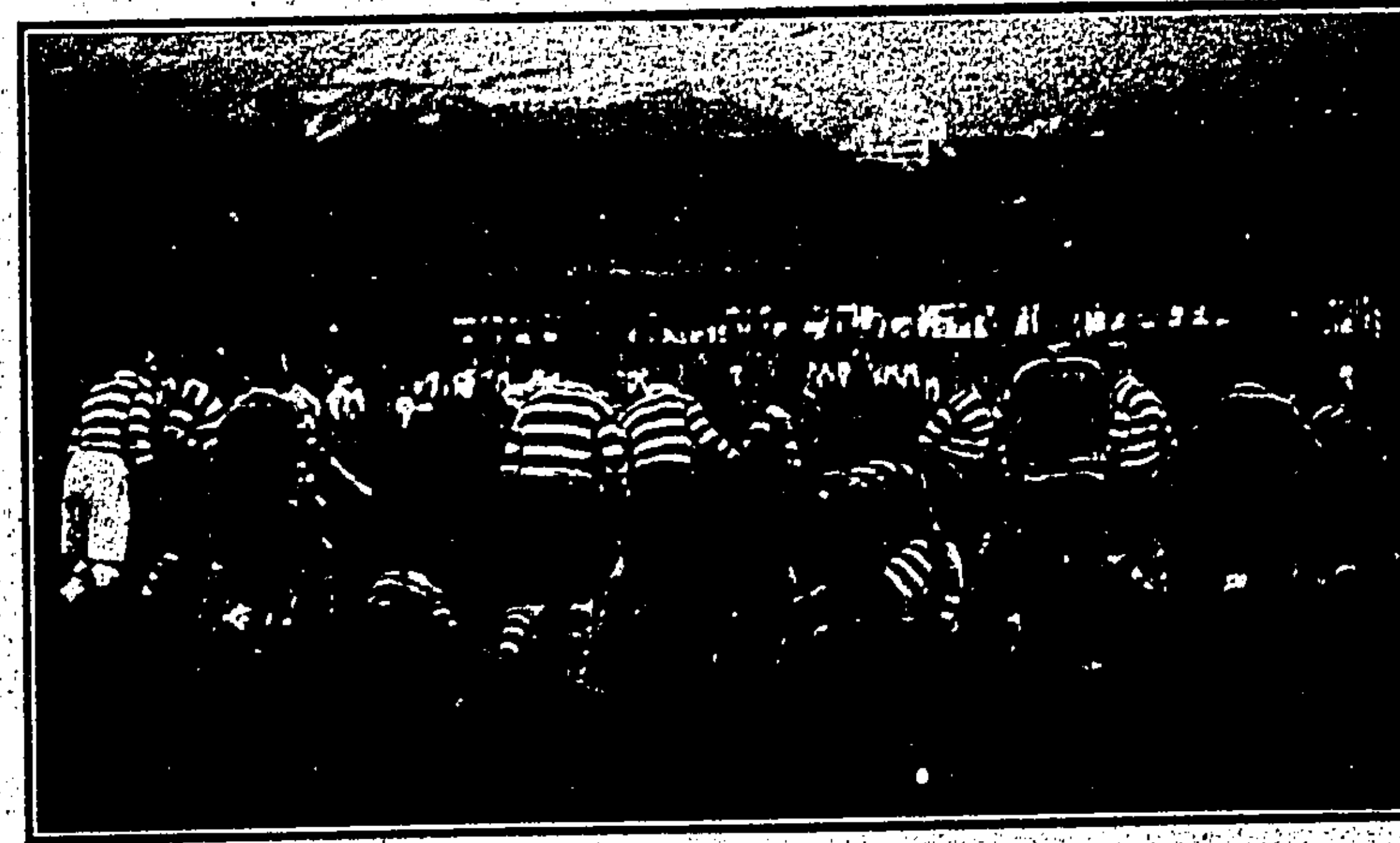
Scene taken from "The Crimson Cocoon" by Ian Hay, which is being produced by members of the St. Andrew's Club, at the St. Andrew's Church Hall, Kowloon, on Friday next.



Flashlight photograph of a scene from "The Boy Comes Home" by A. A. Milne. This play, together with "The Crimson Cocoon," is being produced by members of St. Andrew's Club on Friday next. The proceeds are in aid of the V. D. M. A.



Mrs. T. E. Pearce leading in King's Colour, winner of the Kwangtung Handicap "A" Class at the Races on the Chinese National Day. Mr. da Roza is the jockey. (Photo: Mee Cheung).



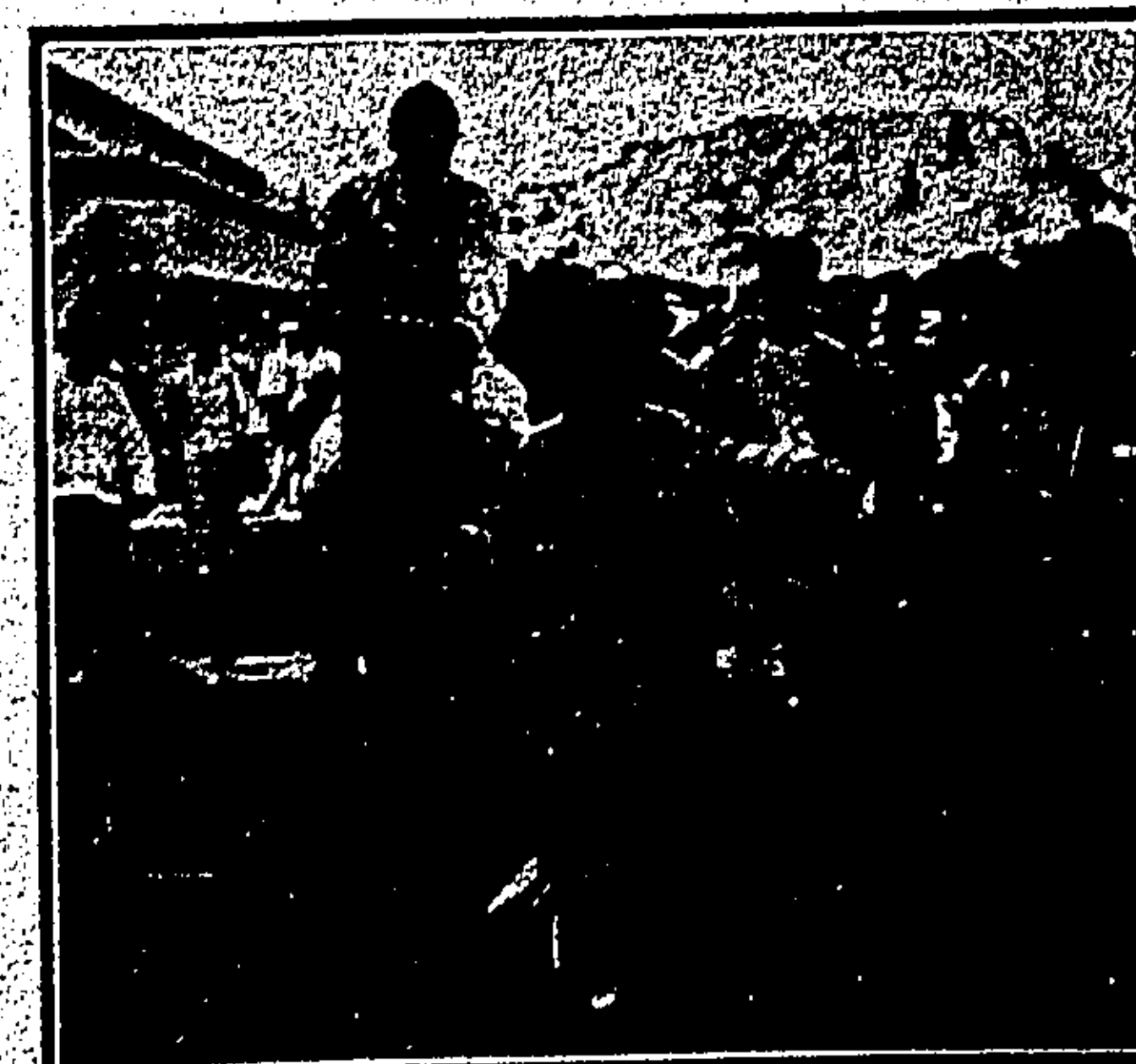
Play in progress during the Rugby game in which the Hongkong Football Club defeated H.M.S. Cornwall by 11 points to three in the last match played by the Cornwall team before going home. (Photo: Mee Cheung).



Mr. Ho Kom-tong leading in President Hall, winner of the October Handicap on the first day of the recent Race Meeting. Mr. S. L. Pan is the jockey. (Photo: Mee Cheung).



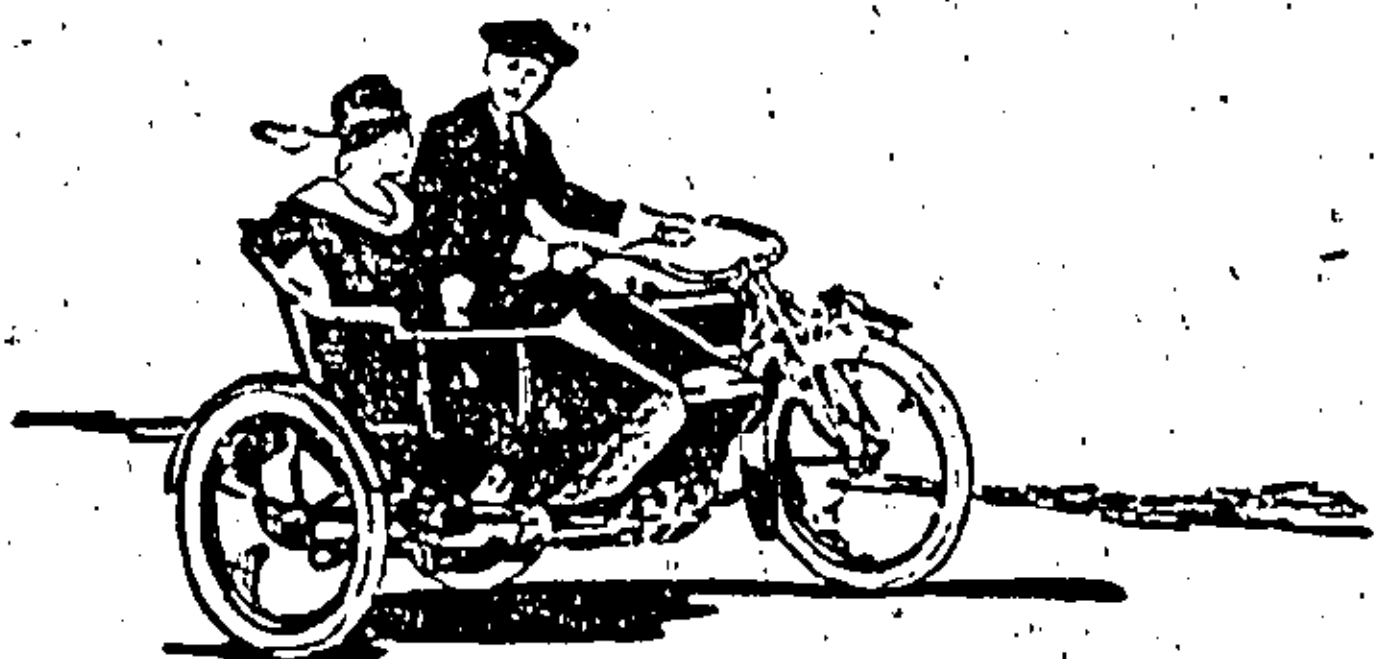
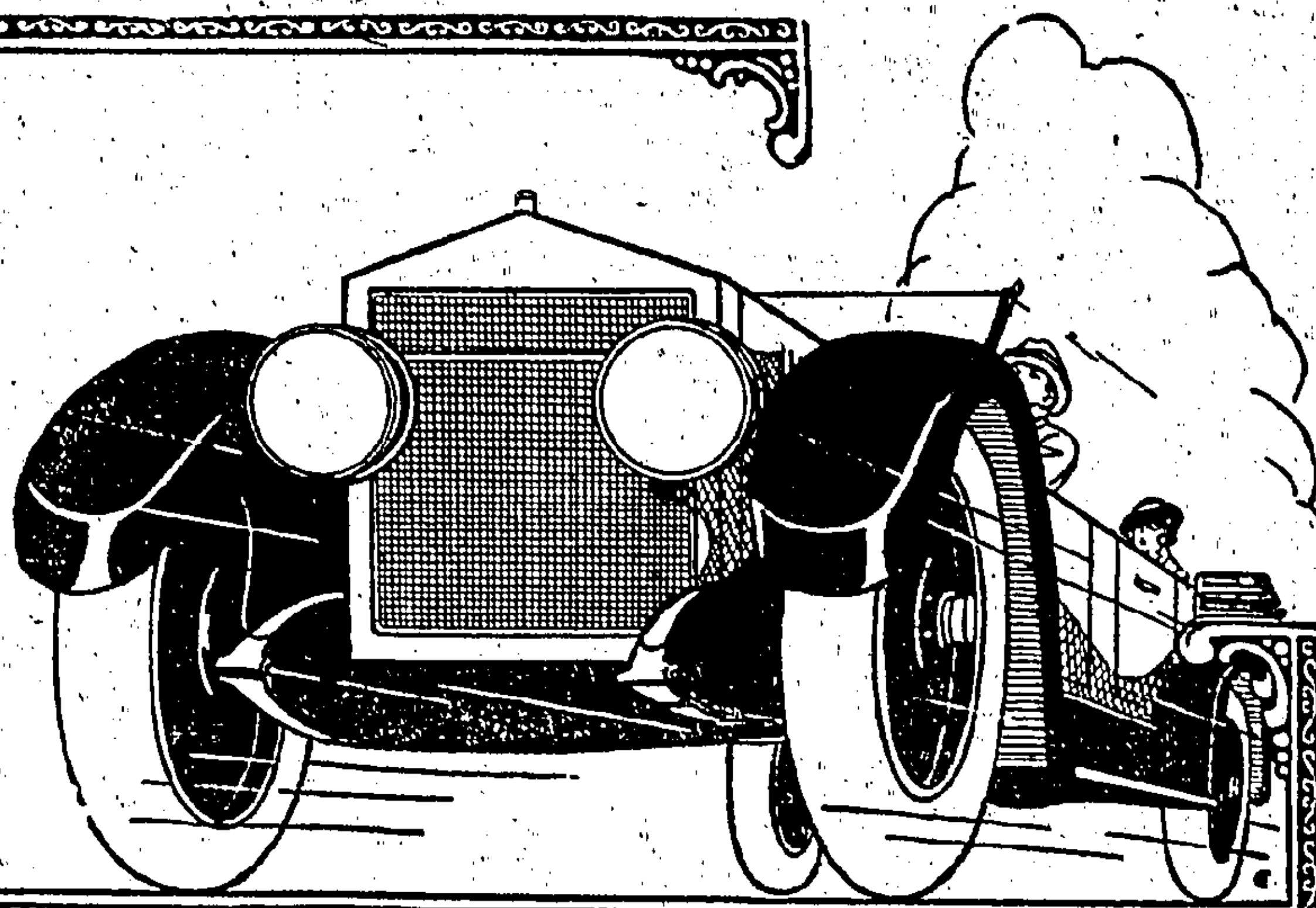
Mrs. H. S. Chan's Pagoda (Mr. da Roza up) being led in after winning the Kwangtung Handicap "D" Class last week. (Photo: Mee Cheung).



Mr. Chan Tin-son leading in Zorhan (Mr. Frost up), winner of the Double Tenth Plate at last Saturday's Race Meeting. (Photo: Mee Cheung).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 18th. OCTOBER, 1930.
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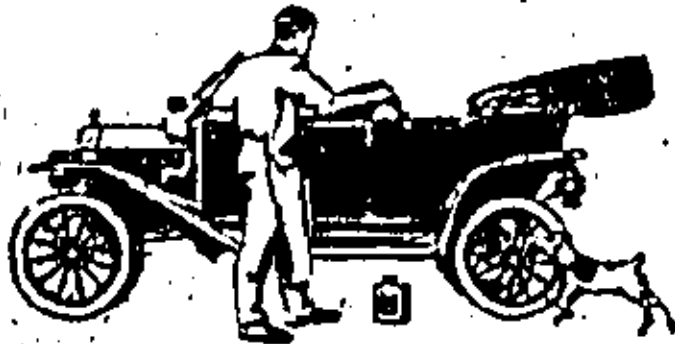
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CURRENT COMMENT

Cost of Progress.

The fact that the inauguration of a modern vehicular ferry costs the community a comparatively large sum of money, is the only reason for the condemnation of the scheme in certain quarters. True, the overwhelming majority of opinion is in favour of providing suitable ferries at the earliest possible moment, there being so many factors in favour of such action. It is not intended to reiterate the many reasons, although one fact appears to have been overlooked by a contemporary, and that is, that in addition to the revenue to be earned from the transportation of vehicles, there is sure to be a profitable passenger traffic as well. However we rest content in the knowledge that the island of Hongkong will soon be within easy reach by vehicle of the populous districts of Kowloon and the New Territories.

Spreading the Cost.

There is one point which is worthy of discussion, and that refers to the initial outlay involved in some of our bigger undertakings. Even in the case of the vehicular ferry, the building of the landing stages is a heavy item, and it would be more equitable if the cost could be spread over a number of years, and met in the meantime out of a loan raised for the purpose. There are certain works which may be termed pioneer works, such as building, but the very construction of such roads will encourage building and development in the future years. To place the cost against current revenue is somewhat unfair, when the work will be financed out of loans, thereby lessening the burden imposed on the community of the moment. It is quite true that the injudicious raising of public loans may prove a burden instead of a benefit, but with due caution and wisdom, the utmost advantage may be secured.

Kowloon Point.

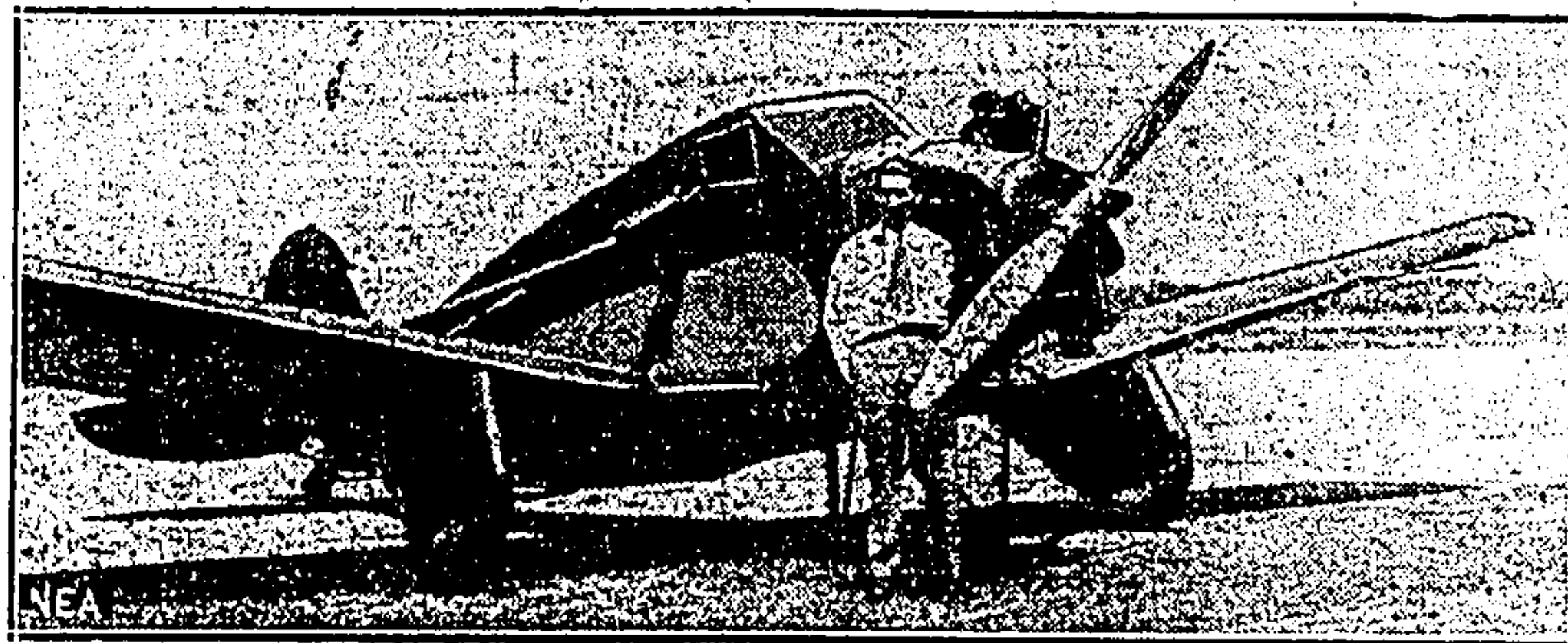
It is gratifying to note that the Government proposes to spend \$11,000 in carrying out certain work to relieve the traffic congestion at Kowloon Point. In recent notes, we visualised the wonderful improvement which could be effected by removing the railway station to the other side of Holt's wharf, and as a matter of fact, we have been taken to task by suggesting that such a scheme would be "a really big undertaking." We still adhere to that opinion, in spite of the fact that we have been assured that much of the material of the existing station premises could be employed in the re-erection of the station at a more suitable site, and that the matter of transportation of such material would be most inexpensive and easy procedure. However, quite apart from the cost of such a desirable improvement (which should undoubtedly be financed out of a public loan) there would be so much to gain.

At the far end from the ferry, space could be provided for a vehicular ferry landing, while at the Kowloon Point itself, a composite scheme of improving traffic arrangements, a bus station and the provision of adequate parking space could also be embodied. Kowloon is worthy of such attention which would reflect the utmost credit on the Colony as a whole.

Brake Testing.

In a certain middle-western American city the police recently carried out a brake-testing campaign, stopping motorists at random and testing their brakes. The results obtained were most illuminating. Thirteen out of four cars stopped were found to have defective or improperly adjusted brakes. The lesson might be taken to heart here in Hongkong, for although public vehicles are

AIRPLANE PLANNED LIKE A BIRD.



After two and a half years of experiments, Waldo D. Waterman of Los Angeles has brought out this unique airplane. Its hinged wings may be adjusted to different "angles of attack" by the pilot while in flight. An air compressor does the work. Its advantages are said to be low take-off speed, steep climb, less air resistance and consequent increased flying speed.

BAD HABITS.

Cause Gasoline Waste.

Bad driving habits and improper care of the car are usually responsible for abnormal consumption of gasoline, according to Mr. MacDonald, Service Manager of General Motors, China, Inc., who shows examples of these faults.

Letting the engine run at high speed while idling in traffic. Many drivers have this bad habit.

Uneven acceleration, that is, stepping on the accelerator unsteadily.

Racing the engine in spurts when waiting for the traffic "go" signal.

Driving with fouled spark plugs. This wastes about 20 to 25 per cent. of the gasoline used for every plug that is out of commission.

Dashing up to a stop street and then jamming on the brakes. Also this is hard on a car and is a dangerous practice. Dragging brakes waste gasoline and wear out brake linings. Driving too long in first and in second gear before shifting to high.

Careless drivers frequently pay no attention to simple warnings of coming trouble in their car. Mr. MacDonald added. What would usually amount to a minor repair if attended to at once often is permitted to grow into a large one. This is why the periodical car inspection and overhauling is necessary to keep cars in the best operating condition.

When having your crank case filled with oil be sure that the car is standing on level ground. Otherwise you make a jar out of your oil gauge.

regularly tested, we are not at all sure whether similar tests are carried out on private cars. The owner who keeps his car in good condition will not object, and even those who do not pay the attention they should to their brakes, should be thankful for a first warning that they are running risks. It seems fairly obvious that no automobile can operate on a crowded highway with a due regard to public safety unless its driver is able to stop it quickly on a second's notice. Yet in the city in question the discovery was made that 75 per cent. of all vehicles lacked that essential qualification. The revelation is indeed disturbing.

A Dangerous Instrument.

Every motorist owes it to himself as well as to his fellow citizens to keep his brakes in good condition. A rapidly moving car is a dangerous instrument unless it is under perfect control—and no car is under perfect control when its brakes are faulty.

SEGRAVE TROPHY.

Travel Possibilities by
Land, Air, or Water.

ANNUAL AWARD.

It is proposed to perpetuate the memory of the late Sir Henry Segrave by the annual award of a trophy to the subject of Great Britain who shall demonstrate to the best advantage travel possibilities by land, air or water. The stimulation of others to emulate the famous motorist's courage and enterprise should be of valuable assistance to mechanical development, and in order to adjudicate upon the merits of performances lying within the provisions of the award, a representative committee is to be set up.

The promoters of the fund for the Segrave Award are of opinion that it should be a public testimonial, and that a very considerable portion of the general public will be glad to share in the memorial to Sir Henry Segrave's services to his country. Invitations to subscribe to the fund are open, and the Earl of Brecknock whose address is Westbourne House, Westbourne Street, London, W.2., will acknowledge all donations sent for the extension of this scheme.

\$80,000 PLANT.

British Petrol Refinery Increase.

Additional generating plant costing \$80,000 is to be erected at Fawley, near Southampton. In order to cope with increasing demands for petrol refined in Great Britain.

AN ACUTE PROBLEM.

New Traffic Regulation
on Trial.

UNILATERAL SYSTEM.

A new traffic regulation system is being experimented with for use in cities and towns where congestion is an acute problem. Known as the Unilateral System, this arrangement proposes to permit vehicles to take up and set down passengers or remain for reasonably short periods on one side of the road only on one day, and on the opposite side upon the following day.

The Chief Constable of Derby is co-operating with the A.A. in erecting unilateral traffic signs in Iron Gate, Sadler Gate St. James's Street and East Street. The word "unilateral" in large letters appears in the top section, and the signs are erected in pairs, one of which bears the words "when the dates are even please pull up on this side," and the other "when the dates are odd please pull up on this side."

It should be borne in mind that this new scheme is intended to be additional to and in no way substitutional for existing car parks.

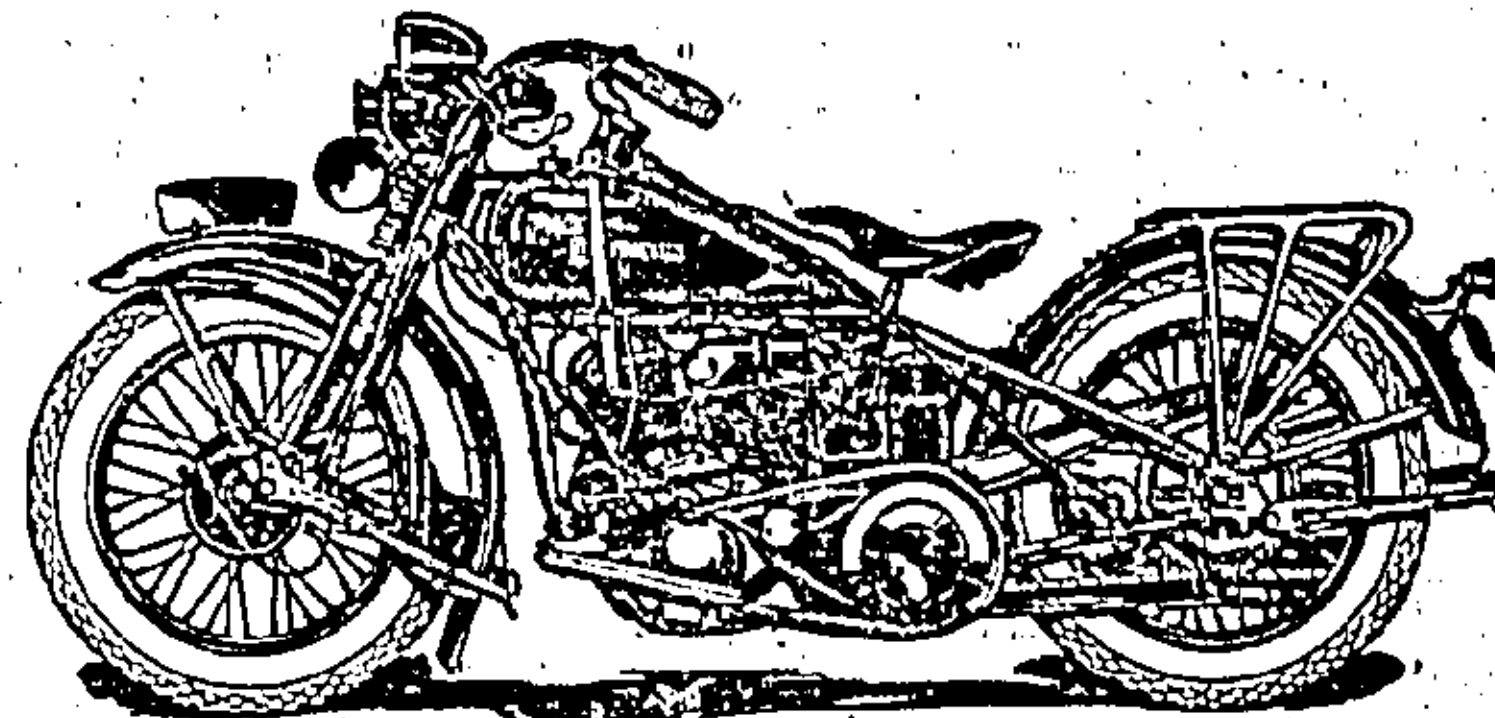
"Refining is only in its infancy in this country," an official of the Anglo-American Oil Company said. "Last year 800,000 tons of oil products were handled, in and out, at Fawley, which is one of the few petroleum refineries in this country, and the work there has increased in three years by 350 per cent."

Petrol storage at Fawley is also to be increased by the construction of four new tanks, seventy feet in diameter and thirty feet high.

SIMPLICITY ITSELF.



1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

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MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by "R. A. C."]

Motor Touring on the Increase.

A number of interesting facts are brought to light as a result of figures prepared by the British Automobile Association on this summer's touring. Their analysis indicates that motor touring has increased by about 15% over 1929, while the influx of foreign visitors to Britain increased by an even higher percentage. It is particularly striking to note that despite the Wall Street slump, American visitors have been more numerous than ever.

Actually, during August the A.A. received some 26 letters for each working minute and posted approximately 1,872,000 miles of prepared itineraries every day. Such figures afford some slight indication of the popularity of motor touring to-day.

What of 1931?

Every week of this pre-Olympia period brings forth new season's programmes from the big manufacturing centres in the Midlands, and, to the enthusiast, it is an intensely interesting time in the motoring calendar.

Coventry can now boast the cheapest Straight-eight of any nationality on the British market, thanks to the price reductions made in the Hillman model, for the coachbuilt saloon now costs but £355. In addition to the well proved 14 h.p., a new Straight-eight, known as the "Vortic," is being added to the range. Its engine is fitted with a patented "Turbo" combustion head, which adds greatly to the efficiency. Another interesting feature is the gearbox, for although the rating is but 19.7 h.p., the car has a maximum in top of 70 m.p.h. and over 50 m.p.h. in "Silent third" or "Traffic Top."

During the past 12 months, the Humber works have been re-organised to permit of "flow production" methods and the economies effected have permitted further price reductions in these well known cars. For 1931 the 16/50 h.p. The Snipe and Pullman are to be retained but with various important improvements.

Engine power, for instance, has been considerably increased by employing a high velocity down-draught carburettor and thermostatically-operated radiator shutters are now standardised on all

models. Central gear change, too, has been introduced. Still better suspension is provided, thanks to the use of double-acting hydraulic shock absorbers, both front and rear.

Four Speeds Gaining Ground.

The Singer Co. are retaining the three types listed this year, besides adding a fourth model to the range. This, a new "Ten," from its specification appears to be the cheapest car in its class on the market. It is worth recording that it was a 10 h.p. car with which this company made history nearly 20 years ago, when pioneering the first small 4-cylinder car.

Prominent among new features on the existing models is the standardisation of a 4-speed gearbox on every type. The sturdy Junior thus becomes unique among small cars in this respect as, also, for the placing of the chassis. On the "Six," a 4 ft. 8 in. track is optional—a matter of interest to Overseas users.

A further mark of Royal favour was recently bestowed on this make when H.R.H. Princess Arthur of Connaught took delivery of her second Singer, this time a Super Six saloon with sliding roof.

Simplicity and Safety.

The demand for more perfect car control is increasing as a result of the congested state of the roads and it is felt that as far as possible, a driver ought to be able to control his car without his hand leaving the steering wheel or his eyes the road.

In the self-changing 4-speed gear now standardised on several Armstrong Siddeley models, the gear is preselected in a dial above the steering wheel and is brought into action by depressing and releasing the clutch pedal. The other day, as a demonstration, no less than 14 changes were made in 10 seconds.

The prevalence of "blind spots" is probably the most serious fault of the average closed car. Indeed, many coachbuilders do not seem to appreciate how easily safety can be jeopardised by having thick front pillars and framing round the windows.

On the latest Thrupp and Maberly bodies, however, the front pillars are hardly larger

than the average screen pillars on a touring car. In order to give the necessary strength and safety to the body, they are made of special aluminium alloy.

Some very beautiful bodies have lately been completed by Hooper and Co., who have been responsible for so much Royal coachwork. Sir Harry Lauder, the famous Scotch comedian, for instance, has a 20/25 h.p. Rolls-Royce with enclosed limousine body in elephant grey. Lord Glanely's new limousine is finished in black, but an extremely smart 2/4 seater on a 40/50 h.p. Rolls for Sir Julien Cahn is in light blue with dark blue wings which show off the sporting lines of the body admirably.

Where Comfort is Studied.

A feature of many of the new season's models so far announced is the fitting of hydraulic shock absorbers which results in greatly improved suspension. One of the essentials of a good shock absorber is that it must act progressively—that is, in relation to the continually changing force of the rebound of the car springs and this can be done by no other means than hydraulic flow.

The recoil of the road springs shock absorbers are employed, the compression being unaffected. Consequently, when the road wheels hit a bump, the blow will be absorbed in the springs without harshness, provided, of course, they are supple and well lubricated. The energy thus stored, however, will be thrown out in the recoil and in the Luxur it is this rebound which is smoothly controlled instead of it proving a source of discomfort to the passengers.

The spread of Finger-tip control to even the cheapest models is another satisfactory sign of the times, for it proves conclusively that manufacturers appreciate the value of this great aid to comfort and safety in driving.

The most strenuous tests are employed to ensure that the centralised operation of the electrical equipment is as nearly perfect as possible. At the Lucas works, for example, the switch unit is moved continuously through its range of positions, making 40 distinct operations per minute and this goes on day after day giving the equivalent of several years' actual service in a few days.

Overseas Activities.

With the object of demonstrating and selling British goods, an expedition is being organised and will be led by Captain Geoffrey Malins, O.B.E., F.R.G.S., which will leave England at the end of the year, travel across Europe to Stamboul, through Asia Minor and Palestine to Egypt and thence through the heart of Africa to the Cape. The journey of about 12,000 miles will be made with a convoy of British cars and a motor cycle unit. For himself, Capt. Malins has chosen, after exhaustive tests, a Riley 6-cylinder chassis.

Rileys are making history in many parts of the world, particularly striking performance being that of Mr. Pemberton-Billing. Driving a Brooklands model "Nine," he crossed America—New York to Los Angeles—4,200 miles, at an average speed of 41 m.p.h., covering the last lap of 130 miles in 120 minutes.

In South America British products have scored another success in the face of severe competition. At Montevideo recently 11 makes of lorry were tried out on hill climbing tests under the observation of the State Electric Power Stations' Engineers Corps. A Leyland was classified first in a time of 3 mins. 10 secs. and with an increase of temperature of 9 degrees.

For general haulage work in the Persian oilfields a fleet of 30 Morris-Commercial trucks with all-metal bodies to carry 20-cwt. have been ordered by the Anglo-Persian Oil Co. This is, incidentally, a repeat order, while in addition a similar number of "J" type trucks as well as 6-wheeled tank vehicles and "Vicory" buses are destined for the same place.

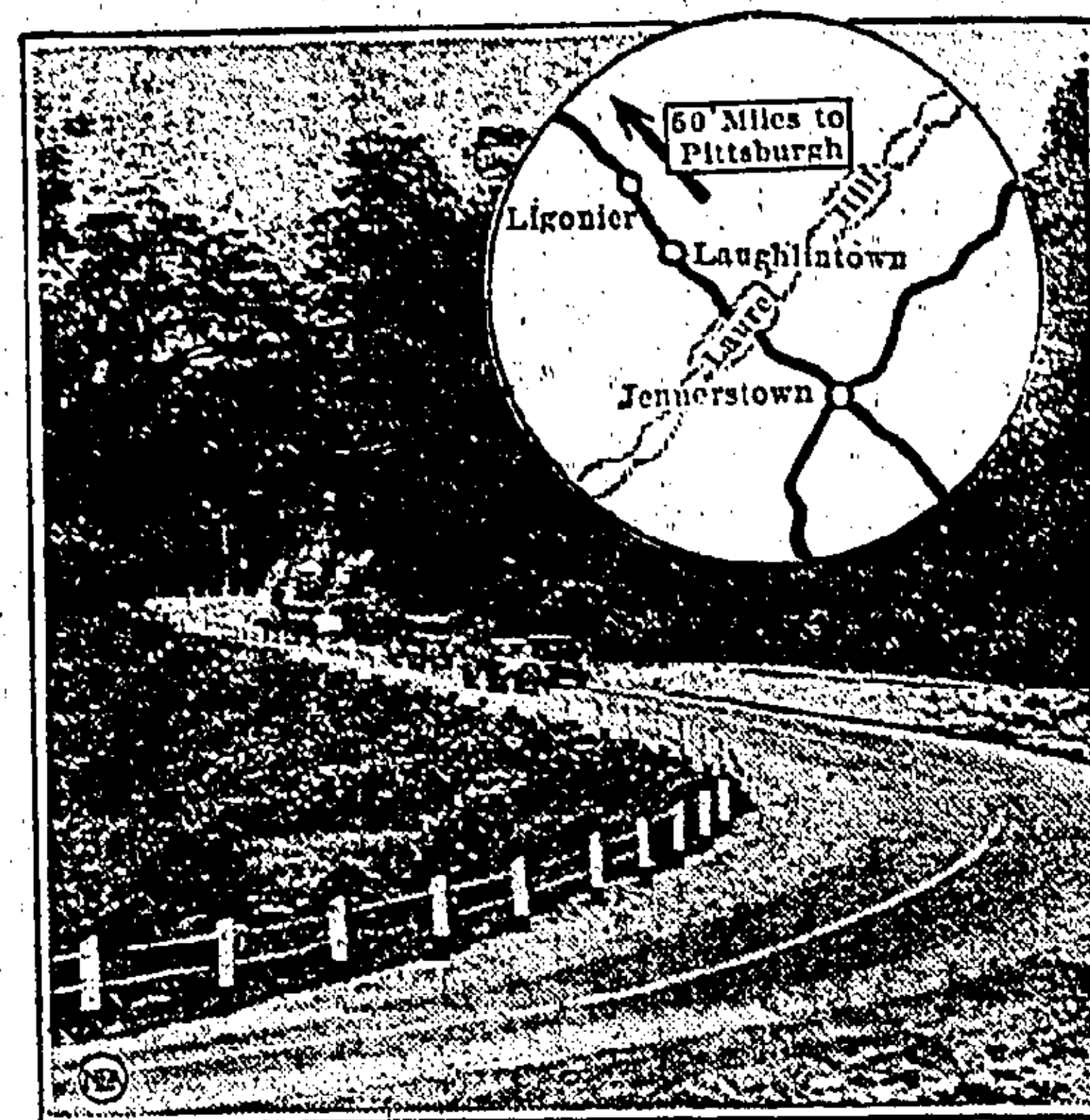
Not long ago the Dutch East Indies Army Authority placed an order for a large number of "Go Anywhere" Morris-Commercial 6-wheelers, to be fitted with engine-driven winch gear, twin tyres and non-skid tracks. The 30 cwt. truck is selling well, too, in those parts.

Big Mileage Figures.

In Ceylon a number of Albion lorries in the service of the Government Railways have put up some remarkable mileage records. One vehicle, put into service in 1910 now has over 200,000 miles to its credit. Two others, after 12 years on the roads, were converted to rail cars in 1925 and now have a total of over 520,000 miles between them.

On the subject of big mileages, the manufacturers of Garrett 6-wheeled steamers, claim exceptional mileages for the rear tyres on their vehicles, due to the special construction of the rear axle arrangement. This is certainly borne out in actual practice.

A GOOD TRIAL COURSE.



One of the curves that test the driver's ability and his car's performance up Ligonier Mountain in Pennsylvania. Inset map shows part of the Lincoln Highway which crosses this district.

Automobile manufacturers have spent millions of dollars constructing proving grounds to test their products.

There's a rival to these costly testing yards in one which Nature erected here millions of years ago and which car makers are now using—Ligonier Mountain in the heart of the Alleghenies.

Along the route of the highway which leads up from its base, the mountain rises from an elevation of 1200 feet above sea level to nearly 2700 feet in about four miles. An automobile climbing this ascent meets with strenuous driving conditions. For this reason at least six prominent manufacturers use it as a testing ground for new models.

A J. McColly, who was born here and who has been in the garage business since 1916, remembers seeing the first car ever to use "Laurel Hill," as it is popularly called, as a proving ground.

First Used in 1917

"That was back in 1917," McColly reminisces, "and the car was an old Mercer. Soon others were pitting their abilities of their new models against the steep sides of the mountain. The old Loxier was another of the early users."

"From time to time other cars would run into town, unknown because the identification marks would be removed. I can remember some of them. They were Willys-Overland, some of General Motors' products, and a few others."

"It's been only since 1924 that the mountain began to 'do business' on a rushing scale, McColly reveals.

Then Chrysler began testing its products on the hill. Also, according to McColly, White began to send down a few truck chassis to see how they would climb the grades and curves of Ligonier."

Most of these cars are housed in McColly's garage while they are in town for the tests, so he gets first-hand information on some of the models.

"Phantom" Cars.

"In many instances however, we don't know a thing about the cars running up the hill," he says. "These 'phantom' cars are stripped sometimes down to the chassis in

order that they will not be recognized. Thus, if something startling is being tried out secretly on a new model, the make of the car cannot be recognized.

"Sometimes cars are brought here just to test out a new radiator, springs, carburetor or an improved oil filter. And the old mountain sure can give them a good testing."

Clocking the actual distance up the side of the mountain going from Ligonier to Jennerstown, over the Lincoln Highway from Greensburg to Chambersburg, the speedometer catches it at 4.6 miles from where the mountain starts just outside of Laughlontown.

It's a tough pull up this mountain and to a driver from level lands not used to hill climbing, the experience is startling, for often a radiator will boil-over from the hard work the motor does in pulling the hill. What few gasoline stations there are, set back off the road in the side of the mountain, do a rushing business, in filling radiators.

Plenty of Curves.

Going up there are a couple of "S" curves, one that is nearly a right angle, and several lesser bends which make driving everything but a pleasure, especially to those drivers who labour up in second gear.

At an altitude of 2684 feet there is a sign telling that the summit of "Laurel Hill" has been reached. Then begins the descent to the other side. This distance measures 3.4 miles.

The motorist whose car has heated up on the climb behind, unless he uses second gear, may have troubles with burning brakes going down this side. The descent is steep and there are quite a few curves on which the brakes have to be applied forcibly.

"In making tests on the mountain," McColly says, "every condition is true to ordinary operating conditions. The mountain is not barred to traffic during tests."

"If the car to be tested gets in behind a line of cars being held up by a slow driver in front, it has to take its chances with the rest of them in getting around curves and making the hill in high gear. This way a true test is made of the car's pulling power."

DEFEAT TAX BOOST.

Citizens of North Dakota have defeated a proposal to increase the gasoline tax in that state from 8 to 4 cents a gallon.

For example, the owners of a vehicle, which after two years' service has now done 44,550 miles, state that the tyres are still in good condition and fit for further work.

Fruits of Rationalisation.

The extent to which British industry is being rationalised is not always appreciated nor that the process not only applies to the producers of popular private cars but also to the makers of commercial vehicles.

Comprehensive re-organisation is now, for instance in progress at the Commer works at Luton, where the whole factory has been entirely re-planned to permit of more rapid and economical production. The re-organised works will be capable of doubling the present output and, whereas they have hitherto undertaken only more or less specialised body construction, they are now to have a fully equipped body-building shop for the production of standard van and lorry bodies.

The work of re-organisation was only begun in July but it is now nearly completed and production throughout the period has been normal.

THIEF-PROOF HORN.

An automobile horn has been invented in Copenhagen which gives off a prolonged scream when anyone tries to steal it.

JOIN

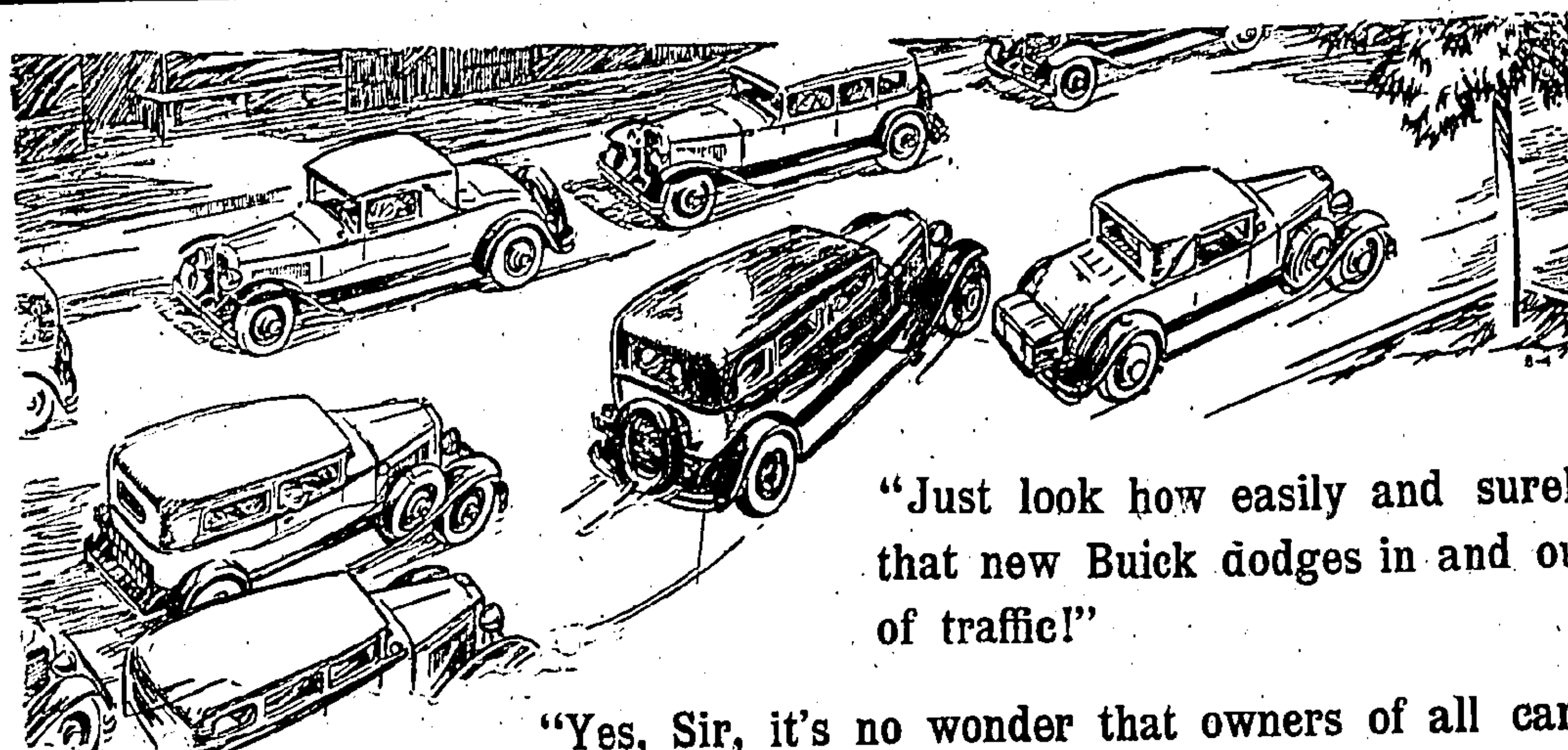


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Reliable Drivers Supplied
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Reduced harbour transport charges
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Rev. G. E. B. Upsdell
Hon. Secretary.

C/o "Hongkong Telegraph".



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"Yes, Sir, it's no wonder that owners of all cars from the lowest to the highest priced envy the driver of the new Buick."

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THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The New

BUICK 8

The Eights with Buick's Prestige

RURAL HABITS.

Animals on French Roads.

From time to time cases have been reported to the motoring associations where British motorists touring in France have been involved in an accident resulting in injury to a domestic animal which was straying on the road. Not infrequently motorists have been made against motorists by the owners of such animals, in some cases for substantial sums.

For the guidance of British motorists the R.A.C. has obtained from the International Association the following exposition of the French law regarding such matters.

"Rural populations have habits which are a nuisance; they freely consider the road a pasture or a fowl run. The law has fixed that no indemnity is payable to the owner of an animal which, wandering at liberty on the road, is killed or wounded by a vehicle. The Code of the Road and the Penal Code maintain definitely this principle of forbidding the wandering of animals on public highways."

PHYSICAL TESTS.

Drivers Who Have No Experience.

REDUCING RISKS.

Physical and mental tests of applicants for automobile drivers' licenses was urged recently by Commissioner Barbur in Portland when he learned that, although Oregon is reducing the number of deaths from automobile accidents, the number of accidents is mounting rapidly.

Inquiry at the office of Secretary of State Hess revealed that only 70 persons were killed in automobile accidents in the state the first six months of the year as compared with 73 in the same period in 1929 and last year the number was less than the year before. Oregon was one of the few states to reduce the death list last year, said H.G. Maison of the traffic division.

Figures submitted to Commissioner Barbur showed that while there were 13,053 accidents the first six months of 1929, there were 13,984 the first six months this year and that while 1,849 were hurt in the six months of 1929 2,146 have been hurt this year so far. The total accidents for 1929 amounted to 30,181 and the total deaths 189.

"How many of these injured have been permanently injured?" inquired Commissioner Barbur. "People drive cars when they have had no experience with them and don't know what to do in an emergency. In Detroit recently they took the first 100 drivers they met and put them through tests and found only 13 who were entitled to a license. About half of the 100 were under the influence of liquor, some were maimed, some were one-eyed or one-armed."

AVERAGE AUTO TAX.

C. M. Babcock, state commissioner of Minnesota's highways, has figured out that the average automobile tax paid by motorists in all states in 1929 was \$39.37. North Dakota had the lowest average figure, with \$20.16; Nevada had the highest, with \$88.02.

Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

[By "Mileator"]

Progress.

Looking back a number of years—a favourite pastime of mine, I admit—it is curious how our ideas of what is needed get modified—greatly modified—as time goes on. Examining some of the latest gear-changing devices recently, I was led to wonder how far there could possibly be any demand in this year 1930 for complicated devices whereby one avoids "crashing" a gear, and no muscular effort, other than digital, is required.

Of course, we all remember the remark of the inventor of the gear-box—"It's brutal, but it works"—I believe, his exact words. What he said was no doubt quite true at the time—over thirty years ago. But having had many years of epicyclics, infinitely (?) variable belt drives, friction drives and other horrors, we still have the gear-box with us, greatly improved, it is true, and unaltered in principle.

Nowadays, it still works and is far less brutal—it is not brutal at all, in fact, if used with a little ordinary intelligence. Therefore I can only think that the remedy for him who cannot use the gears of his car, with reasonable skill and safety after a hundred miles or so on the road is a bath-chair rather than some wonderful but minute lever, the mechanism attached to which represents a small fortune. I must add that I have never yet heard of such a thing as failure to get the gear-changing knack on a Morris, at any rate, within reasonable time, so the question does not really arise.

The Puncture Bogey.

It is the same with tyres. For years and years there were dark whispers about the fortune awaiting the man who could do away with punctures. Well, punctures have been practically "done away with," although not in the drastic manner spoken of by the scribes and know-alls of those days. Nothing in any sense drastic—unless it was the replacement of canvas by cord construction—ever did happen. And all those wonderful metal-lined covers, tubes half full of horrible sticky stuff and similar atrocities, vanished years ago.

I am led to talk about tyres in this connexion by a curious thing that happened to me not so long ago. I was approached by an individual who showed me some covers having as a foundation a kind of steel mail armour. In fairness, I must say that these things appeared, in section, to be beautifully made and practically indestructible—all the same I declined quite politely the invitation to take up the shares in the proposed syndicate.

Holiday Drivers.

On several occasions I have found myself obliged to undertake a journey to London in the fore-

noon of a day comprised in a popular holiday week-end. Each of these journeys has contributed one or more thrills, inasmuch as my young, and let us hope blameless, life has been threatened with summary foreshortening at the hands of those who, for reasons best known to themselves, consider they have an unimpeachable right to start late and arrive early.

It necessarily follows, at such times as these, that as one approaches the Metropolis one is opposing the main bulk of traffic. Nevertheless, until such time as all highways are declared to be, and allocated for, one-way routes, I have always felt absolutely secure about my right to be the arbiter of my direction; albeit, the sense of security stopped at that. Of course, when main roads are busy one naturally expects to meet other vehicles at the awkward moments when they are being overtaken by faster ones, at fairly frequent intervals; but my fate, it seems, is to be on hand just when some enterprising juggins has decided to put it across the overtaker and overtaken at one mouthful, so to speak.

One of the instances which I can recall happened some little distance ahead of me. At the time I was following a solo motorcyclist, and just as the latter was met by two cars abreast, a third car, a large saloon, carrying none but its driver, crashed through the space between him and the car.

As for me, I stood on everything, to let this important person get away with it. One of Nature's gentlemen, I think not.

Check!

Not long ago I garaged my car in a neighbouring town where I had certain business to transact. On returning an hour or so sooner than I was expected, I met a particularly filthy mechanic driving my car back from an errand for which he had calmly borrowed it. I made a few appropriate remarks.

The other day a friend of mine had an exactly similar experience. Quite recently I was the means of detecting an employee of a well-known firm of concessionaires taking a week-end joy-ride on a customer's car which was in for repair.

To cap all, I was told the other day of a motorist who left his car in a small London garage for several days while he was on a Continental trip. During his absence his car was hired out.

These revelations, coming so close on top of one another, have made me a bit uneasy. My car represents quite a material proportion of my worldly wealth. I shall have, no doubt, a perfectly good legal remedy in case of actual damage, but I don't like legal remedies and, further, I object to other people making unauthorised use of my car.

Unauthorised borrowing is, of course, slowly getting to be regarded by those in high places as a very real evil in modern

everyday life, and only the other day an artist in misappropriating motorcars was sentenced in a northern city. The fact that, for a period at any rate, he will take no active interest in matters of transport is a small consolation, but in the instances cited above one has not even the remedy provided for the common malefactor and, short of the removal of the licensing disc, I don't see what one can do.

Innocent Criminals.

I would be sorry to make life more difficult for our modern motorists, who I believe to be a hard-working and thoroughly deserving class, but at the risk of so doing I give it as my considered opinion that the habitual road-hog is very nearly as extinct as the dodo, my earlier remarks notwithstanding.

There are, I admit, plenty of poor drivers on the road, but they are not necessarily road-hogs. Road-hogging, like murder, as I understand it, depends upon malice aforethought, and I am convinced that the great majority of offences committed to-day are merely the result of lack of experience, lack of judgment and, in some cases, lack of that mental balance which is part of the make-up of every decent driver.

The man or woman who cuts in commits one of the most serious motoring crimes, but for every one who does it from sheer recklessness, ninety and nine only realise, to their horror, when too late, that they have miscalculated the speeds of the various cars involved and made what turns out to be a wrong decision.

Much the same explanation can often be applied to the driver who takes a corner on the wrong side of the road and even the criminal who passes on a curve may well have done so owing to the same faulty judgment, the curve being reached sooner than was expected.

That the commission of these crimes should be guarded against goes without saying, but to condemn every offender as a road-hog is intolerant and unfair.

Strange Mishaps.

A fully-grown pheasant flying against a windscreen, breaking it and being picked up dead recalls the queer accident that happened to a Dorset motorist who overtook a scurrying rabbit on a road at night. The wheels caught the rabbit in the spokes and jammed it against one of the arms of the steering rods. This forced the wheels to remain in a straight line, and the driver, fortunately at a very moderate speed, to his huge astonishment calmly drove straight into a hedge when he tried to take the next corner. A somewhat similar accident overtook a motorcyclist in one of the London-Exeter trials. A bird flying low was caught in the spokes, whirled round and jammed against the brake. The motorcyclist was thrown over the bars and received cuts. So did the bird.

The Motoring Sensations
of the year!

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THE NEW FOUR-CYLINDER MODELS

and

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FIAT 524E

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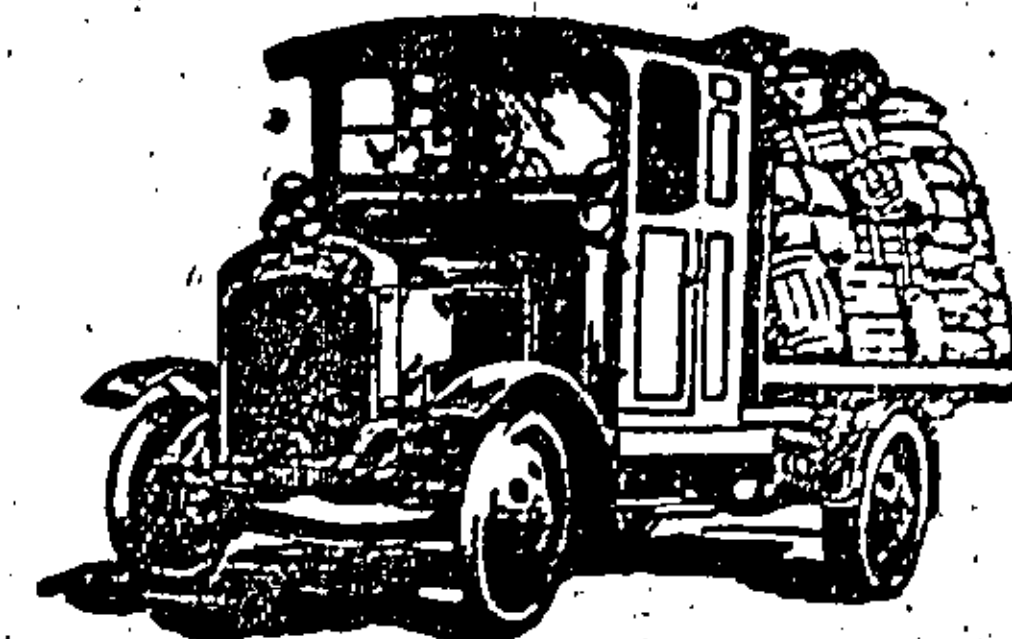
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LARGER MOTORS.

Sixteen Cylinders!

[By N.H.G.]

Eight cylinders, 12 cylinders, 16-cylinder—it would seem that the tendency in the United States is to the big. Most of the automobile models now on the market are eights, there's a 16, there will soon be a 12; and there are signs of another 12 and another 16, at least, by the time the next automobile show comes around.

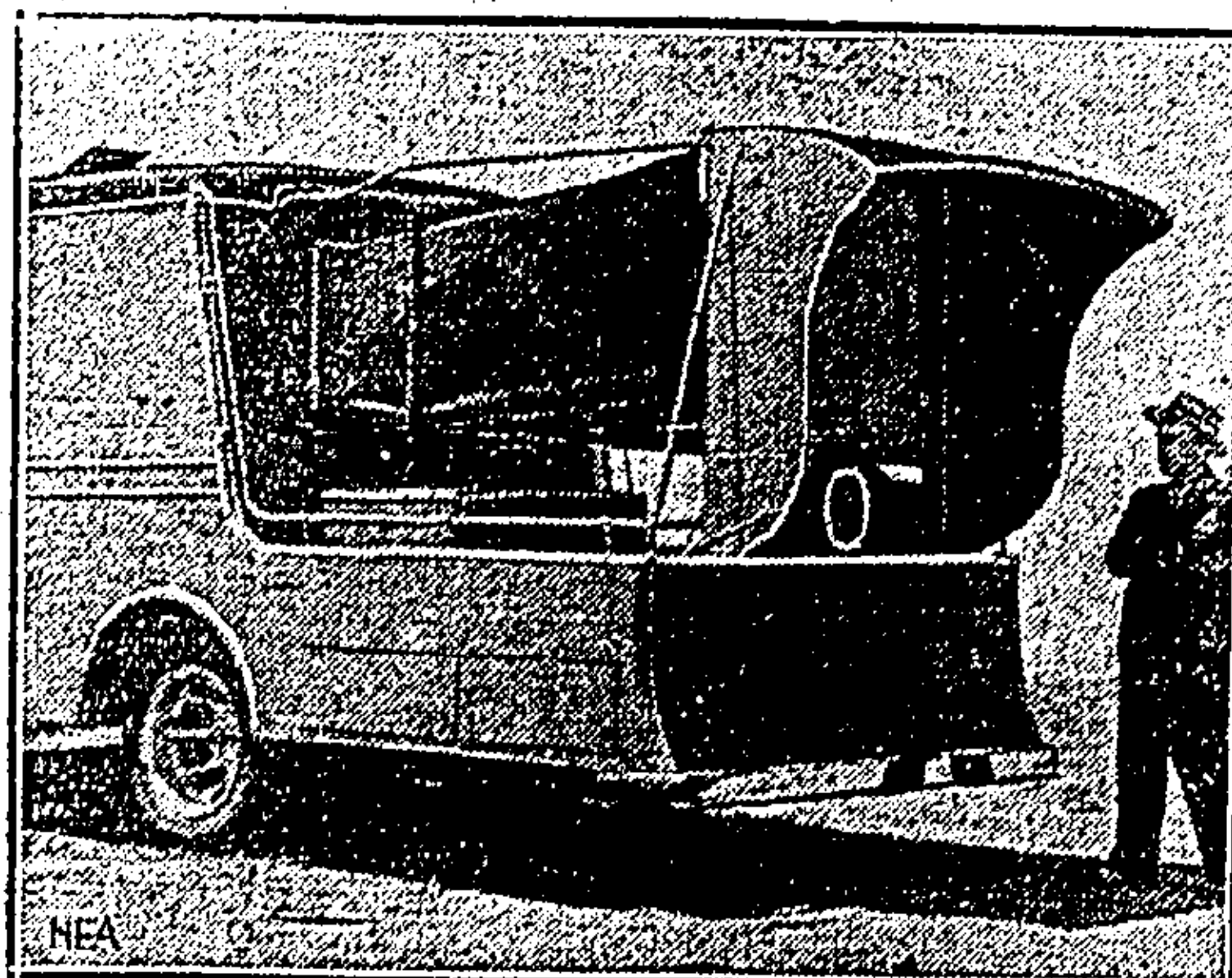
But, strange as this fact may make it, the great majority of us are still running around in fours and sixes, and most of the cars being sold to-day are still in the four and six classes.

All of which goes to prove that we are still buying automobiles for their transportation value and their urgent necessity to this modern life. We might as well include practically all the eights in this category, also, for the eights stand now where the sixes stood two years ago, when it comes to cost and upkeep.

The twelves and the sixteens carry with them more luxurious considerations—greater riding ease, more comfort, higher speed, and so on. The transportation is there, of course, but as a necessity the larger automobile doesn't pretend to boast itself. It is a car of luxury.

As the car of luxury, the larger

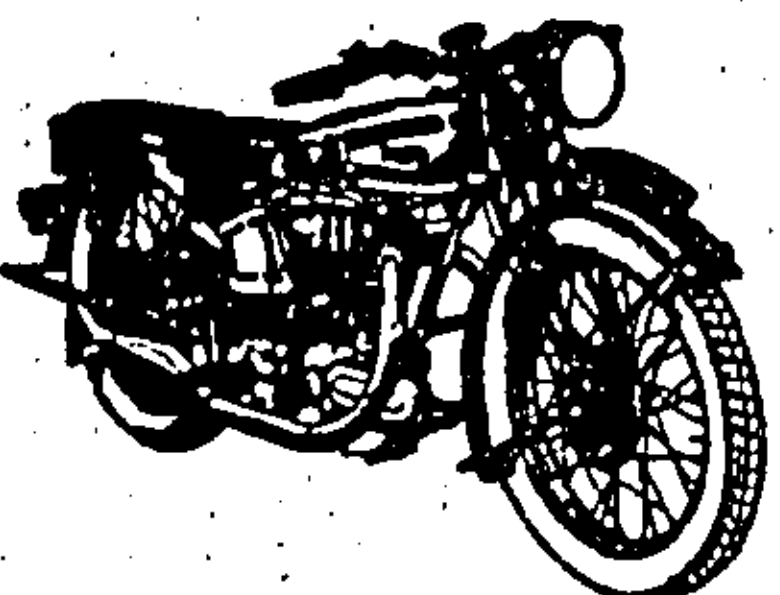
FLEET OF FORDER SEDANS.



The talkies are being moved to out-of-the-way inhabitants of America by truck, so they may "enjoy" the benefits of modern civilization. All of which includes advertising of the beneficiaries who sponsor the showing of the talkies by this method. It's a Los Angeles product, of course.

motor car-displays by comparison the necessity involved in the purchase of the smaller models. The feeling of luxury in the eights included. If ever any of us thought owning a new six or an eight was a luxury, in the strict

THE NEW UNAPPROACHABLE NORTON



Model 20 Two-Port

THE MOST UP-TO-DATE MACHINE AND THE CHOICE OF THE CONNOISSEUR.

Inspection Invited

SINCERES

SOLE AGENTS

TRAFFIC SCHOOL FOR WOMEN.



Traffic school for women in Kansas City, with F. C. Lynch showing them how to park properly. Mrs. Harry C. Stewart, inset, got 95 in the final tests.

Kansas City, Mo., Aug. 29.—This city's women drivers refuse to be belittled by male motorists. Seventy of them have attended the third annual drivers' school conducted by the Kansas City safety council this summer and have learned who has the right-of-way at intersections, where the transmission of a car is, what the parking limit is in front of the postoffice and other things.

The school, now an annual affair in Kansas City, each summer awards diplomas to women who attend all classes, pass a final written examination with an average of 70 per cent, and then demonstrate their knowledge in an actual driving contest.

The woman receiving the highest grade each year is awarded a silver cup. This year Mrs. Harry C. Stewart answered 95 per cent, of the final test questions correctly and made a similar grade in the driving contest.

Classes are conducted throughout a seven-weeks' term. The women meet one hour three times a week. Instructions are by members of the Kansas City safety council, heads of motor car repair establishments and members of the police traffic department.

When a woman completes the course, she is considered ready to drive in any kind of motor traffic in any city.

Traffic regulations, engineering problems, study of traffic light and sign regulations, lubrication, types of motors, differentials, crank case dilution and speed laws are some of the lecture subjects in the course.

Members of the Kansas City safety council, financed mostly by local business firms, are firm in their belief that the school accomplishes much good. Many of the women students, they point out, hand on to others the knowledge gained in the school.

FINDING FAULTS.

Detecting Trouble by Odour.

USEFUL HINTS.

[By Israel Klein.]

Many a difficulty in the operation of an automobile can be detected by its odour. Outside of the familiar burning rubber odour, however, few drivers can locate the cause.

A survey of odours that indicate something wrong with the car, therefore, might be helpful.

First, burning rubber. That means generally too frequent use of the brakes, especially when travelling down a long hill, or forgetfulness in releasing the hand brake at the start.

But far more serious is the rubber odour from burning insulation in the ignition system. Most likely it means a short circuit is impending. It is caused from overheated wiring, which is a sure warning of something wrong in the ignition system.

The entire system must be checked over until the cause of overheating is found and corrected.

The next most common odour is that of gasoline. A leak in the fuel system or continued overflowing of the vacuum tank might be detected by the odour of raw gasoline. The overflow in the vacuum tank might be caused by a clogged vent in the gasoline tank.

Burned gasoline odours may be traced to the exhaust side of the engine—in the connections between cylinders and exhaust manifold, in the carburetor or intake manifold heating apparatus or in the car heater. A leak at any of these points will permit the burned exhaust gas to escape and warn us by its odour.

However, if a strong wind is blowing from behind, the odour might come from the gas that is escaping naturally through the exhaust pipe. This gas is not the carbon monoxide gas that is the result of the complete combustion of the fuel in the cylinders, but is what escapes not completely fired and still has the elements of the original gasoline in it.

Another odour is that of burning oil. That might signify loose pis-

ITALIAN FORD.

New Venture.

FACTORY AT MILAN.

Henry Ford's latest venture is a factory in Italy to produce an Italian Ford.

The construction of a manufacturing plant for the Italian-Ford Co. is to commence in Milan (Italy) early this month.

Though basically the same, the Italian model will be modified to appeal to Italian tastes, with a lower-set body and slight changes in lines and accessories.

Some parts will be imported from the U.S.A., and some from England, but 70 per cent, of the manufacturing will be done in Italy. The average price per car will be about £160, which is about £40 less than the cost in France.

The new company has been formed by Henry Ford, Isotta Fraschini and the Commercial Bank of Italy, with a capital of 100,000 lire approximately approximately £1,050,000.

tons, which permit gasoline to be "blown down" into the crankcase and dilute the lubricating oil.

An overfilled crankcase might declare itself by this odour. Oil escaping into the drums or brake linings develops this odour, revealing that the axles need repacking or tightening.

Somewhat similar is the odour of frying grease which betrays a leaking universal joint housing, the grease being splattered on the hot muffler or exhaust pipe.

An overheated engine can be detected by the smell of steam or scorched metal, as well as hot lubricating oil. This smell comes from the vapourization of oil on the outside of the engine.

Whatever the odour, however, danger is flashed to the driver, and the car should not be driven farther before the cause is found and corrected.

DUE TO WEATHER!

California's Motoring Accidents.

CARS NOT TO BLAME.

San Francisco, Sept. 3rd.

Motor vehicle accidents in California could be reduced considerably were it not for its fine weather, enabling motoring on a large scale all year around, according to Eugene W. Biscailus, superintendent of the state highway patrol.

"California suffers in comparison with other states by reason that her climate is such as to encourage and promote all-year driving, while in other states cars are tied up by snow and inclement weather for periods ranging from three to six months," he explains.

But even if its climate resembled that of other states, there would be many instances in which accidents could be eliminated, Biscailus believes. A survey taken by his department shows that the human element is directly responsible for nearly 99 per cent, of all accidents and that about 95 per cent, of these can be avoided.

Can't Blame the cars.

"Modern automotive engineering has made the motor vehicle so safe that less than one per cent, of accidents can be traced to mechanical defects," he says. "If you will analyze the list of motor accidents and their causes you will find the truth of the assertion that nearly all are preventable. For example, out of 2244 deaths in the past year we find that 757 involved pedestrians."

"For the careful driver there is scarcely any excuse for hitting a pedestrian. Yet this type of accident continues to mount."

"We could go on down the list naming one type of accident after another to prove that most of them are avoidable. The list is innumerable—drunken driving, fast driving, cutting in, and so on."

Auto's Huge Power.

"The average person has an amazing lack of knowledge of the power potentialities of his car," at 60 and 60 miles an hour, little

THE EVERLASTING CAR.

"Give a car proper treatment, and it will last forever. All you need to do is to replace the parts," said a motor mechanic to Judge Curlew, at Sydney recently explaining that his car had been purchased 1910, and was still running as sweetly as ever.

Observe this pretty Whipplex—

By Careful out of Cash

Mayhap you can define its sex

Though, since its recent smash, It's lost that vague, exclusive style

And looks more like Tringobile.

The motor panted, in its youth.

Within a four-ton truck,

Was salvaged, rebored, and—this is truth—

The pistons promptly stuck

And pulled the crankshaft out of shape.

The current shaft's a Butiape.

The body graced an Oakrillac

In eighteen ninety four;

A coupe, ere it took a smack,

We cut an extra door

And made an ultra-smart sedan;

The dashboard was a frying pan.

Four radiators broke and burst.

This one's been in a fire; It's not the same shape as the first

and dangles in the mire.

A Morrioten supplied the clutch;

Brakes from an Austandodge, or such.

Here's proof of how a car can last

When owners spare some care;

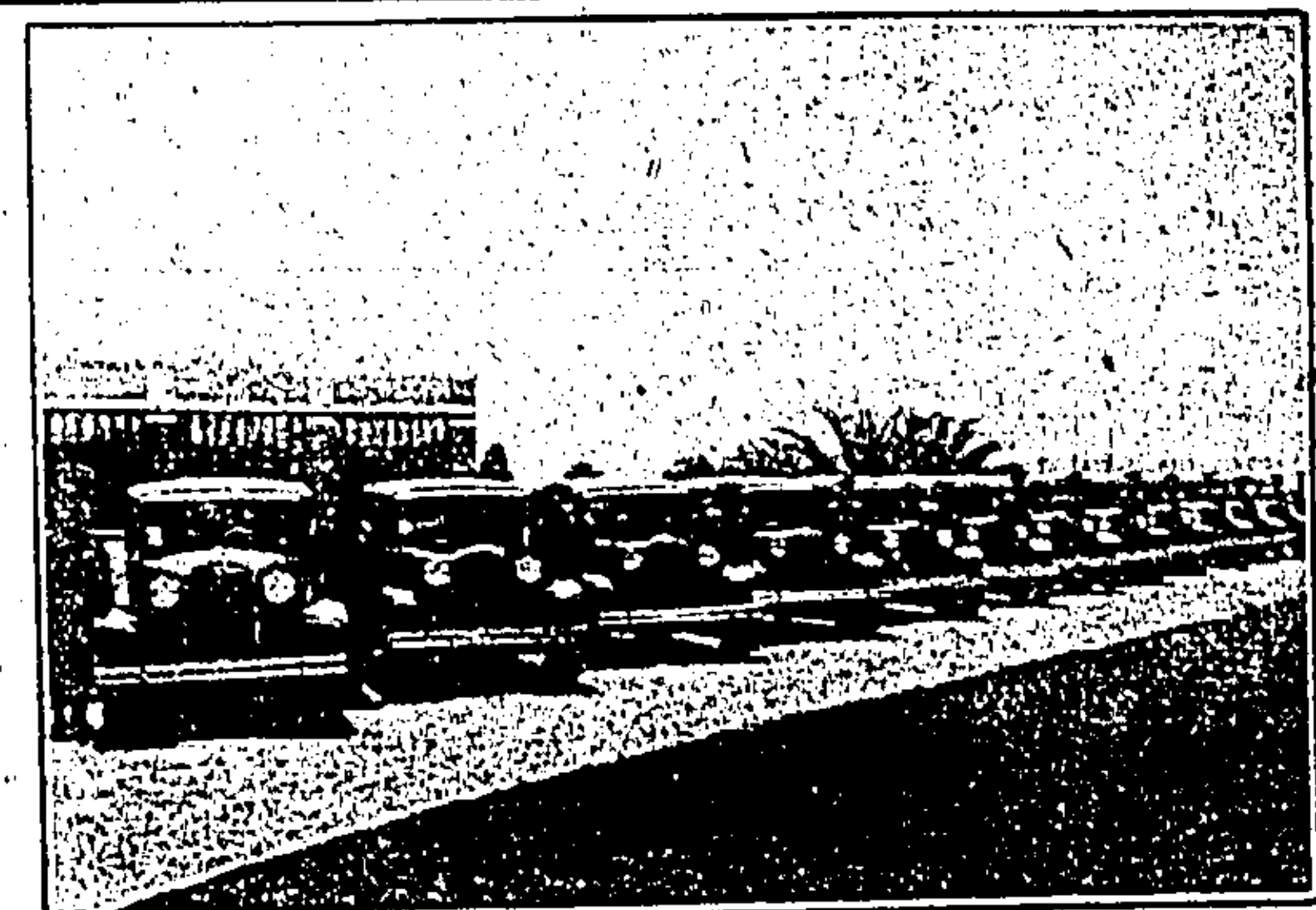
Of course it isn't quite as fast

Because there's been some wear.

Yet, though it's slightly rearranged,

The chassis frame has not been changed.

TALKIES GO BY TRUCK.



Shown above are a dozen Ford cars recently delivered to the United States Department of Labour for the use of the Bureau of Immigration. These cars, Ford Sedans, are being used for patrolling the border.

realizing that he is covering ground at the rate of from 70 to 100 feet per second. "The California highway patrol is doing all that is humanly possible to alleviate these conditions and to reduce traffic toll. The answer lies not in doubling the force of traffic officers, but in an aroused public consciousness."

SHELL WINS AGAIN!

Mr. Hubert Scott Paine

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"Miss ENGLAND I"

HYDRO PLANE

WON THE

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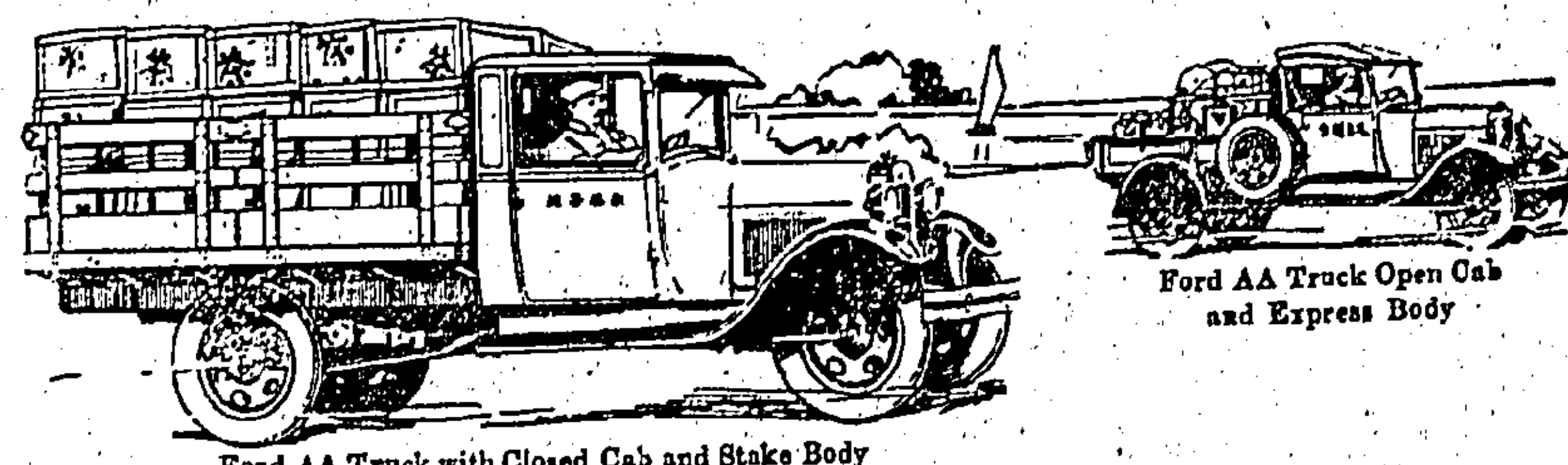
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LOW first cost, low upkeep... that's a feature of the New Ford 1½ 2-Ton Truck. It means inexpensive deliveries... and greater profits. Add to that—its speed, safety, reliability, and you have a real investment in service.

But the most remarkable thing about this handsome, powerful new truck is the price. When you see such sturdiness and quality of material and such precision in a truck, such well-conceived and well-built features everywhere in engine, chassis and body, you will marvel that such thorough quality can be purchased at such a low price. Only the tremendous resources of the Ford Motor Company make it possible.

And only Ford resources and the Ford dealer organization can make such efficient, reliable, quick service available at moderate rates. Every truck owner wants the guarantee of dependable service. No matter where you are, you can get Ford service with its remarkably low cost and high quality.



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MINISTER.GLOWING TRIBUTES TO THE
REV. E. G. POWELL.

WAR SERVICE RECORD.

The Rev. E. G. Powell, the new Minister of Union Church, Hongkong, is at present on his way to the Colony, with Mrs. Powell, aboard the Blue Funnel liner An-chises, which left Hongkong on September 27th. He comes to Hongkong from the pastorate of Percy Congregational Church, Bath, where he recently celebrated the seventh anniversary of his ministry. This is the only Church which Mr. Powell has so far served, and it is noteworthy that one of its former pastors was the father of Sir John Simon, the well-known politician.

According to home newspapers, during their seven years in Bath, Mr. and Mrs. Powell have not only endeared themselves to the members and congregation, but have also taken an active interest in all that concerned the welfare of the city and neighbourhood.

War Service.

When the war commenced, Mr. Powell was a graduate at the University of Wales, but at once joined up and passed through a series of thrilling experiences on the Western Front. Before leaving the Army he had attained the rank of Major in the Air Force.

He then proceeded to Mansfield College, Oxford, and received his theological training under the Principal, the Rev. W. B. Selbie, D.D., until he was unanimously called to his first charge at Percy Church.

A Bath journal says he will be greatly missed by the Wilts and East Somerset Congregational Union, as he has taken an active part in establishing an unusual conference for the ministers of the widely-scattered area, and had assisted the Rev. G. J. Frewing in the formation of a Ministers' Book Fund, which has proved of great value.

An annual conference for young people, which has been remarkably successful, and is likely to be copied in other parts of the country, owed its origin almost entirely to his personal initiative and active support.

Rotary Speaker.

He often addressed the Bath Rotary Club and was a prime mover in their scheme for inter-schools sports competition.

For some time he served as a member of the Bath Education Committee. He helped the Bath Ministers' Fraternal to live up to its name, and the Bath Vigilance Association to go forward in its good work.

Mrs. Powell, the daughter of the late Rev. H. R. Cadwallader, has been a loyal fellow-worker.

Before leaving home, Mr. and Mrs. Powell were the recipients of numerous presents from religious bodies and Rotary circles in Bath, at which tributes were paid to their sterling worth. Representatives of various churches attended these gatherings and at one of them the Archdeacon of Bath testified to the fine work which Mr. Powell had done in connexion with the Vigilance and Rescue Association.

"Comradeful Man."

A former resident of Hongkong, who has come into contact with Mr. Powell, says of him that he is "a genuine, sound, comradeful man, greedy for hard work and plenty of it." In the course of an appreciation of Mr. and Mrs. Powell, he writes:

The prospective Pastor of Union Church and his wife hail from the Principality. Natives of Anglesey, they retain the bronzed sturdiness imparted by Atlantic breezes, together with the hvely and idealism induced by the noble, distant prospects of the wild Carnarvon hills. They are "Children of the Manse." The father of Mrs. Powell, the Rev. H. R. Cadwallader, passed to his rest and reward only last year, after an honoured Congregational Ministry. They have two bonny boys, ten and twelve years of age, to part from whom is a tremendous wrench of the heart-strings.

In 1914, Mr. Powell felt the urge "to join up"; he went through the War in the Air Force. Growing in favour with all ranks, he did brainy, strenuous intrepid work and rose to the rank of Major.

After the end of the War, he was specially commissioned with three Captains as Assistants to inspect all Air Force Stations in Britain to put them on a permanent footing and to select the staffs. When this difficult and technical job was completed, he sent in his resignation. His associates deplored this step. His superiors were at first astonished, almost incredulous, and then did all possible to induce him to withdraw it. His reply was, in effect, that, in 1914, he felt the urge to join the forces; but that, now he felt an even greater urge to enter the Christian Ministry and nothing would deter him.

Thus, at a later age than is usual, he entered the Congrega-

SOUTH CHINA AIR
MAIL.LINKING UP CANTON AND
WUCHOW.

PASSENGERS ALSO.

Canton, Oct. 17. It is announced that the first regular air mail and passenger service to be put into operation in South China will be that between Canton and Wuchow, this linking Kwangtung and Kwangsi. It is expected that this service will commence operating within a few weeks.

The planes used will carry mail, small parcels and four passengers each. The fare from Canton to Wuchow is to be \$25. The distance is about 150 miles and the journey will be covered in about two hours as compared with about thirty-six hours by river steamer or eighteen hours by rail and river steamer.

The fare, which is excessively cheap, compares favourably with the fare by river steamer and the line should prove a very great success. Mr. Wong Kwong-yu, Director of the Kwangtung Provincial Air Bureau, is responsible for the inauguration of the new service and is doing his utmost to push civil aviation in this Province.

After the establishment of the Canton-Wuchow air line, Mr. Wong Kwong-yu plans to put a service into operation linking Swatow and Canton, and then later on several other services linking Pakhoi, Hoi-ho, Kongmoon and Canton.

Mr. Wong Kwong-yu is also responsible for many new aerodromes and for the improvement of the new Canton aerodrome near Shek Pai. In this aerodrome the Director of Civil Aviation is actually establishing the necessary apparatus for night flying in order that planes may take off and land after dark.

THE NEW DECENCY.

(Continued from Page 8.)

has yet given us. But it is still a newcomer, and we may be sure that Mrs. Grundy will get rid of it if she can. And as she cannot smother it by reproach or ridicule there is a danger that she will try to wreck it by pretended approval. There are signs that the cunning old lady is trying to force it upon people who are not ready for it and don't want it. Like the Noel Coward mother at the seaside, she is bustling up to quiet people who don't want to sun-bathe on the Lansbury Lido, crying, "This was put here for your enjoyment, and enjoy it you shall!"

Think how easy it would be to turn Hyde Park into a crowded beach, and every quiet village into a Bungalow Town in the name of freedom and fresh air! Think how Mrs. Grundy would enjoy it if we did! We have only to overdo the New Decency and back we should be in her clutches.

But we defy her. We have always prided ourselves, as a nation and as individuals, on being common-sensible! And, after all, as somebody says somewhere: "Want of decency is want of sense!"

The winter programme of the Cheero Club (Naval and Military Y.M.C.A.) has now been arranged and particulars of the various activities can be obtained at the club rooms in the City Hall. It is announced that the Ladies Committee are arranging to hold the first dance of the season in the St. George's Hall, City Hall, on Monday, November 3rd.

tional College (Mansfield) at Oxford for a Theological training. On its completion, in 1923, he settled as Pastor at Percy Congregational Church, Bath. Founded in 1853, with a seating capacity of 950, this Church has an honourable history of Christian Service, in that time-honoured city of many memories. Mr. and Mrs. Powell have distinctly enhanced the Church's reputation. During the last seven years, the religious atmosphere has been increasing in warmth and brightness. In numbers the congregations have been well maintained, the spiritual tone and fervor have been heightened amidst loyal and loving mutual appreciation and co-operation.

A "down-town" mission has been fostered with outstanding, almost startling success. In the surrounding Districts, as also in the City, Mr. Powell's reputation for brotherly, helpful willingness has grown with acquaintance. Requests for special services on Sundays and weekdays have steadily increased. Though regarded as inevitable after such a seven-years' first charge, Percy Church, the City and the County deeply regret the separation. But they fervently and prayerfully expect a robust, all-round, thriving Ministry for their two friends in the Far East.

VETERAN SHIPOWNER HERE.



Captain Robert Dollar, the veteran shipowner, is seen above with his wife, the photograph being taken on the 36th anniversary of their wedding. They arrived in Hongkong to-day aboard the s.s. President Fillmore, on their 36th trip to China.

BEGGAR'S £3 IN
ONE HOUR.

"FAR BETTER THAN WORK."

How a professional beggar made more than £3 in an hour is revealed in a letter written to the Liverpool coroner (Mr. G. Cecil Mort) by a man giving a South East London address.

The letter Mr. Mort has now received was written as a sequel to another remarkable letter which he read when recently conducting an inquest on a beggar.

After stating that Mr. Mort's comments then were "not without grounds," the writer continues: "I am at the same game myself. I left work ten years ago. It is far better than work. I have had just over £3 in one hour at night while standing with matches. Now I am with a street band of cornet and drums.

Bands the Worst.

Street bands are the worst of the lot. They go all over the country wearing uniforms, travelling in their own motor-cars.

I know some musicians who have never been at work since they left an industrial school where they learned to play the cornet.

I know some cornet players who play public-houses in London at night and grumble if they do not take £1.

"Not many working men can live like us," adds the writer, "getting up when we like, always with money in our pockets, some of these men with good pensions as well."

70 "CURES" FOR THE
SEASICK.

NO PANACEA YET FOUND.

An elaborate study of seasickness and allied conditions has been made by three well-known medical men.

The Medical Superintendent of the Cunard Shipping Co.

A high officer of the Royal Air Force Medical Service, and a biochemist at the London Hospital. They have studied the various kinds of nausea due to the movements of a revolving chair, a ship, a train and an aeroplane, and their observations will form the basis of further study, which may well prove fruitful.

Apparently no panacea has yet been found, and they report to the British Medical Association that although over 70 proprietary remedies have been tested carefully on shipboard none has proved itself a certain preventive or cure.

Losing Its Terrors.

They attribute optimistic reports on these remedies largely to the fact that storms seldom last more than two or three days, and seasickness usually diminishes in any case, with or without treatment, though there are seasoned sailors who never become immune.

Despite these regrettable facts, however, it is clear that modern methods of prevention and treatment have deprived seasickness of many of its former terrors, and often prove highly effective.

Chinese national flags are much in evidence in the streets of Hongkong this morning, the occasion being the anniversary of the birth of Confucius.

Mr. Henry Pooley, of the Green Island Cement Co., accompanied by Mrs. Pooley returned by the Hector from Europe.

QUEEN'S THEATRE.

BUSTER KEATON PROVIDES
THE FUN.

If you want a really good laugh, we recommend a visit to the Queen's Theatre during the showing of "Free and Easy," which commenced a run yesterday and delighted all who saw it.

The story is woven round Hollywood and the attempts of a small-town girl (Anita Page) to get a place amongst the stars. The part of her manager is taken by Buster Keaton, who makes his first appearance here in the talkies, and, of course, she is accompanied by her Ma, played by Trixie Friganza. Apart from the interesting sidelights on Hollywood film-making, there is endless fun in which Buster Keaton and Trixie Friganza figure prominently. In fact, for sheer farce we have seen few pictures which are so full of merriment as this. The scenes between himself and "Ma" are intensely amusing. The whole film is bright and breezy, full of laughter-making situations. In addition, there is a news reel and a most attractive operatic number.

CINEMA NOTES.

"A DANGEROUS WOMAN."

A man-hunting woman in the land of man-eating lions is the central figure in the plot of "A Dangerous Woman," Paramount all-talking picture directed by Rowland V. Lee which comes to the Central Theatre to-day.

Bacalova, the dynamic Russian actress, plays the title role in this tale of three white men and one white woman in the jungle region of Africa East of the Congo.

The story has a gripping plot in which Bacalova tangles the romantic yearnings of the men into twisted disappointments amidst the mystic background of the steaming, matted jungle with its native tribesmen and weird, aboriginal dances.

Splendid support is given by Clive Brook, Neil Hamilton and Leslie Fenton as the white representatives of the British government in this strange little out-post of civilization. A large personnel of negroes is cast in the picture to furnish the tribal atmosphere.

The strange language of the dark continent, "Swahili," is used throughout the film sequences, the entire cast having studied the language for several weeks previous to the camera and sound recordings of the production. It is the first time "Swahili" has ever been reproduced on the audible screen.

THE STEEL COULSON
LEAGUE.DISTRIBUTION OF PRIZES
FOR BILLIARDS.

The annual distribution of prizes and the invitation dance of the Steel Coulson Billiard League was held last night at the R. E. Theatre, Wellington Barracks. Miss D. Dyer presented the Cup and prizes to the winners.

Quite a large gathering was present and a most pleasant evening was spent.

The full prize list follows: Winning Team—St. Patrick's Club, 29 points. (Messrs. L. E. Remedios (Capt.), F. M. Cruz, T. Pile, E. Remedios, A. E. Castro and M. Baptista). Reserves, Mr. E. Nuttall, L/Cpl. Cottle, R.E., and Bandman Bishop, S.L.L.

Runners Up—R.E. W.O. and Sgts. Moss, 28½ points.

3rd Team—1st. Batt. S.L.L. Sgts. Moss, 28½ points.

Most Consistent Player of the League—S/Sgt. Pollard, R.E.

Highest Break for the Season (69)—S/Sgt. Pollard, R.E.

MOTOR SPIRIT
LICENCES.REGULATIONS AFFECTING
BIG IMPORTERS.

RETURNS NEEDED.

The following regulations have been made under the Motor Spirit Ordinance:

1. It shall be lawful for the Superintendent to issue a Special Importer's Licence to any holder of a Licensed Warehouse Licence if the Licensed Warehouse to which such licence relates has a storage capacity for light oils of not less than 100,000 gallons.

2. Every such licence shall be in the form in the First Schedule to these Regulations.

3. The fee for every such licence shall be \$100.

4. The holder of a Special Importer's Licence shall confine the storage and handling of light oils to such part or parts of the Licensed Warehouse as may from time to time be approved by the Superintendent.

5. No Special Importer's Licence shall be issued until the licensee has entered into a bond in the sum of twenty thousand dollars with a surety approved by the Superintendent, for the observance of all the requirements of the Motor Spirit Ordinance, 1930, and any Ordinance amending the same and any regulations made or to be made thereunder. The said bond may be in the form in the Second Schedule to these Regulations with such alterations, omissions and additions, if any, as may be necessary.

6.—(1) The holder of a Special Importer's Licence shall furnish to the Superintendent on or before the seventh day of each month in a form to be approved by the Superintendent a true, accurate and complete return in respect of the last preceding month showing:—(a) the balance of stock of light oils from last return; (b) the quantity of light oils imported; (c) the quantity of light oils issued to Government order; (d) the total of all quantities of light oils delivered to local consumers or dealers; (e) the quantity of light oils to be written off owing to loss due to evaporation and other causes (with explanations of such losses); (f) the balance of stock of light oils at close of month; and shall pay duty at the time of furnishing the said return, on the total of all quantities shown under (e). (2) All quantities of light oils included in the total shown under (e) in paragraph (1) of this regulation shall, so far as concerns all persons other than such holder of a Special Importer's Licence and his surety, be deemed duty paid light oil as from the respective dates on which the same are delivered to local consumers or dealers.

7. Every holder of a Special Importer's Licence is hereby exempted from the provisions of section 9 (1) (a) and (b) of the Motor Spirit Ordinance, 1930.

8. When light oils, imported in any ship by the holder of a Special Importer's Licence or his employers, are discharged from any such ship, such holder of a Special Importer's Licence shall, within twenty-four hours after the discharge of such light oils has been completed, furnish to the Superintendent a true and accurate certificate of the quantity in gallons of light oils so discharged, provided that before any light oils so imported are discharged from any such ship the holder of the Special Importer's Licence shall inform the Superintendent of the intended discharge of such oils and the Superintendent may, if he shall think fit, direct a Revenue Officer to examine all tanks, containers and pipe lines under the control of such holder of the Special Importer's Licence or his employers and intended to be used in connexion with the storage or discharge.

9. Every holder of a Special Importer's Licence shall be exempted from the provisions of section 20 of the Motor Spirit Ordinance, 1930, provided that if any dutiable light oils are removed for export from any general bonded or licensed warehouse in tins, cases, drums or other similar receptacles, the Superintendent may require any or all of the same to be marked in such manner as he shall think fit.

10. Every holder of a Special Importer's Licence is hereby exempted from Regulations numbers 6, 8, 9 (a), (b) and (c), 11 and 16 relating to Licensed Warehouses in the First Schedule to the Motor Spirit Ordinance, 1930.

We have received a copy of the programme of the organ recital which is to be given by Mr. F. Frederick Mason, A.R.C.O., L.T.C.L., at St. John's Cathedral on Tuesday afternoon next. Mr. Mason will be assisted by Mrs. Snowdon Jones, soprano. Among the principal items on the programme are Choral Prelude (Brahms), Concerto Grosso (Archangelo Corelli) and the Largo from the "New World" Symphony (Dvorak). Mrs. Jones will sing solos from "The Messiah" and "Elijah."

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HOCKEY.

FORMER PUPILS TEAM FOR MONDAY.

The following have been selected to represent the K.B.S.F.P.A. in their match at King's Park against the Radio Sports Club, on Monday, at 5.15 p.m. sharp:

E. Moses, R. G. Wicheil, C. L. Gregory, J. J. King, T. S. Whaley, J. J. Hirst, W. H. G. Hirst, R. W. Skipp, C. C. Francis, H. Pearne, J. P. White, Reserves—G. E. L. Johnson and W. Chester.

Radio Sports Club Team.

The following will represent the Radio Sports Club in the above match:—Surin Singh, Rattan Singh, J. S. Grewal, A. E. P. Guest, Mohinder Singh, W. Ayock, M. H. Hassan, Garbaban Singh, Awtar Singh (Captain), Kallant Singh and F. A. Kemp. Reserve—B. S. Gill.

H.K.H.C. Team for Wednesday.

The following have been selected to represent the H.K.H.C. 1st XI v. 3/15 Punjab on Wednesday, 22nd October at 5.15 p.m. on Marina ground:—Gregory, J. E. Henry, W. Woodward, J. Noronha, M. H. Turner, A. Botcho, H. Owen Hughes, G. E. R. Divett, G. R. More, C. C. Francis, T. J. Price.

H.K.H.C. 2nd Team for Monday.

The following have been chosen to represent the Hongkong Hockey Club second eleven against the Hongkong and Singapore Royal Artillery, on the Marina ground, at 5.10 p.m. on Monday:

A. Borrowman, L. A. R. Duncan, L. F. Nicholson (Captain), O. Butler, H. R. Petre, M. E. G. Mills, S. Fys, W. A. Noyes, S. Wadu, E. C. Finch, T. J. Price.

CORRESPONDENCE.

Golf Championship of Hongkong.

[To The Editor of Hongkong Telegraph.]

Sir,—In every country and town where golf is played, there is a national championship and a local championship, in which the best exponents of this game compete on equal terms. But here in Hongkong, what is generally considered as the open golf championship, is confined to members of the Royal Hongkong Golf Club; and a search of the local newspaper files reveals that the winner of this "closed" tournament has been described, not infrequently as the local champion. This is, of course, wrong; and in this Year of Grace 1930, we are faced with the sorry spectacle that there is no open golf champion of Hongkong. However, this local desideratum in one of the best games known to humanity can be removed by the leading golf club staging an open event every year for competing golfers with a club handicap of (say) eight and under and with the sixteen best cards to qualify. A leading sporting club has its responsibilities towards the game it sponsors. Let it not be said that this grand game of golf, to the honour of which the popular sportsman and future King of England is also a humble aspirant, is tinged with snobbery in Hongkong.

SPORTSMAN.

M.C.C. TOUR IN SOUTH AFRICA.

CHAPMAN AND HIS MEN DEPART.

London, Oct. 17. The M.C.C. cricketers, under the captaincy of Mr. A. P. F. Chapman have left for South Africa for their tour there.—*Reuter*.

OPEN LAWN BOWLS CONTEST.

A. M. HOLLAND QUALIFIES TO APPEAR IN FINAL.

The first of the two semi-final matches in the Open Lawn Bowls Championship was played off yesterday on the Kowloon Cricket Club green, between A. M. Holland and J. Ferguson, the former winning by 21 shots to 12, in 21 heads. The winner will now meet either L. F. Luz or U. M. Omar, who will decide their tie, on Wednesday next on the Civil Service C.C. green.

Holland was consistent but was not playing real championship bowls. In fact the game, he played against Roylance in the previous round was far better. Occasionally he brought off an exceptionally good shot, but was not up to his usual form. It is probable that Ferguson's erratic bowling affected his play which might have been much better had he been extended, but with his opponent playing inconsistently the winner was not always called upon to give of his best, although of course, he could not take matters too easily. It was in the short heads that Holland had the upper hand, and always rolled the jack just past the flag. He had Ferguson beaten time and again. Ferguson always fought shy of short heads when he had the opportunity of rolling the jack and in variable roll. On the other hand he was constantly being too heavy or short, while at times he had very bad luck.

Ferguson took the lead at the start, and was leading 7-3 at the fifth head. Holland scored on the next five, and secured twelve shots when he gave one away, and then finished the match at the 21st head after giving occasional ones, including three singles on the last heads but one. The full scores were:

Ferguson	Heads	Holland
1	1	2
1	2	2
1	3	2
1	4	2
1	5	3
1	6	3
1	7	3
1	8	3
1	9	3
1	10	3
1	11	3
1	12	3
1	13	3
1	14	3
1	15	3
1	16	3
1	17	3
1	18	3
1	19	3
1	20	3
1	21	3

PING-PONG.

GAMES IN LADIES' SINGLES TOURNAMENT.

Playing in the above Miss Wong Oi-lan beat Miss Yu Hing-kwan (3 sets to love), Miss Wong Yuen-lan beat Miss Yu Man-sung (3-0), Miss Lo Kit-hing beat Miss Chu Kau-sun (2-0), Miss Yu Hing-kwan beat Miss Chan-sun (W.O.) and Miss Wong Oi-lan beat Mrs. K. Gonzalez (W.O.). In the Men's event Lai Pui-lun beat C. A. L. Runjahn (3-0) and Chang Sam-chuen beat A. V. Gosano (3-0).

LOCAL CRICKET.

PROBABLE CLUB TEAMS FOR TO-DAY.

The following have been selected to represent the Hongkong C.C. 1st XI to-day in a match against the Argyll and Sutherland Highlanders: T. E. Pearce (Capt.), K. H. Batger, A. C. Beck, G. E. R. Divett, E. R. Duckitt, H. Owen Hughes, J. Hiley, E. J. R. Mitchell, A. Reid, R. H. D. Wade, H. J. Armstrong and W. J. Hunt (12th man).

H.K. RIFLE LEAGUE.

CIVILIAN CLUB MAY BE FORMED.

The formation of a Civilian Shooting Club was mooted at the annual meeting of the Hongkong Rifle League, presided over by Mr. R. M. Dyer, which took place last evening in the room of the Hongkong Football Association. It was stated that the Government viewed the scheme sympathetically, and was prepared to grant the new Club a shooting range at Waterloo Road while making certain reservations as to membership.

The minutes of the last meeting were passed, and the Chairman, dealing with the accounts, stated that these were about square when audited at the end of May. Since then, donations had made available a cash balance in hand of \$232.40, which gave them something to go on with. The accounts were duly passed, on being seconded by Mr. F. C. Goodman.

The Chairman next referred to the important matter of the formation of a new Shooting Club for civilians. In this connection, the Hon. Secretary (Mr. P. Young) read a communication received on the subject from the Colonial Secretary, which, *inter-alia*, states:

Government's Offer.

"With reference to previous correspondence on the above subject, I am directed to inform you that the Government will view sympathetically the proposal to form a civilian rifle club in the Colony and is prepared to allow for the purpose the use of the site shown on the attached plan, subject to certain reservations. It is necessary that the regulations of the proposed club should receive His Excellency's approval in advance. These regulations should include a clause laying it down that membership will not be granted to anyone eligible for the Volunteer force or Police Reserve service who is not a Volunteer or Police Reservist, with the exception of ex-Servicemen and ex-Volunteers of ex-Reservists."

Among the conditions of tenure proposed was a clause stating that a permit will be granted for a period of two years; if renewed after this period, tenure is to be only for one year, but subject to a condition that at any time on three months' notice being given without compensation; and a fee of \$1 per annum to be charged.

The proposed Range. The contour of the proposed range which the Government has thus decided to grant to the League at a nominal rental, was discussed by the meeting, which agreed that it was suitable from both the viewpoints of safety and adaptability. Situated beyond the bridge at Waterloo Road, it has been left to the promoters to choose either of the two pieces of land separated by the road at this point. It was indicated by the meeting as probable that the right side, over which a maximum shooting range of 600 yards is offered, would be the one selected. The cost of the scheme will be considered by the Committee of the League before being submitted to Government.

The Committee for last year, consisting of Mr. R. M. Dyer (President), Mr. F. Young (Hon. Secretary and Treasurer), and Messrs. E. R. Dovey, F. C. Goodman, T. Swan, D. Walmsington, and A. W. Ritchie, were re-elected en bloc.

A vote of thanks to Mr. F. Young for his excellent services as Hon. Secretary and Treasurer during the past year, was carried unanimously; and, after the members had made an appointment for looking over the proposed range, the meeting dispersed.

H.K.C.C. 2nd XI v. Club de Recreo. The following have been selected to represent the Hongkong C.C. 2nd XI in the match to be played against the Club de Recreo: W. W. MacKenzie (Capt.), E. J. Collins, J. R. Collis, J. H. Ashworth, J. Chadwick, P. W. L. Planner, J. D. A. Hutchison, J. McFarlane, R. Stock, R. J. Stanesby and E. R. West.

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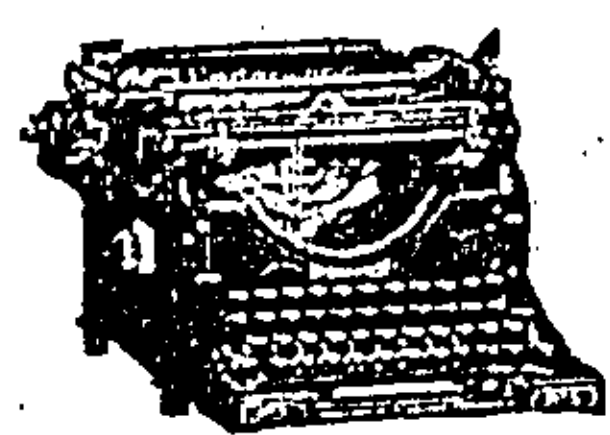
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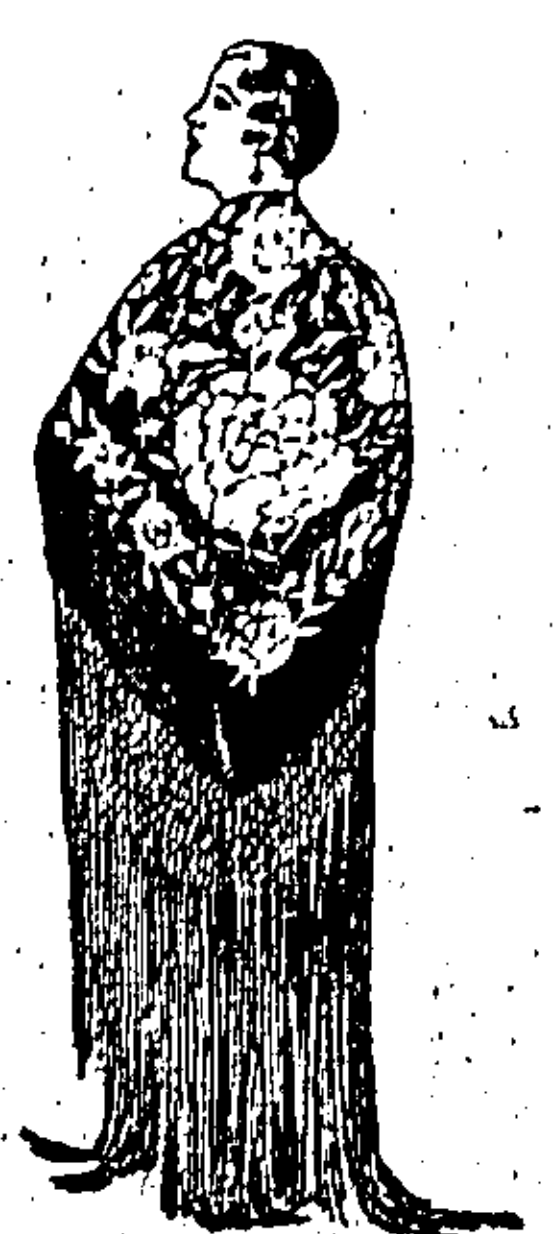
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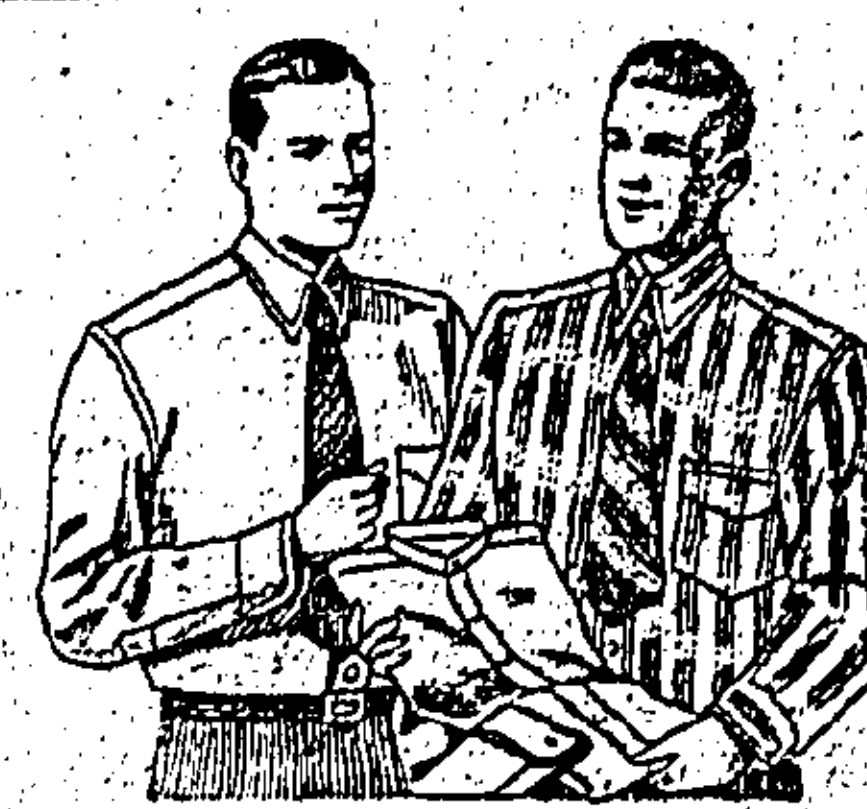
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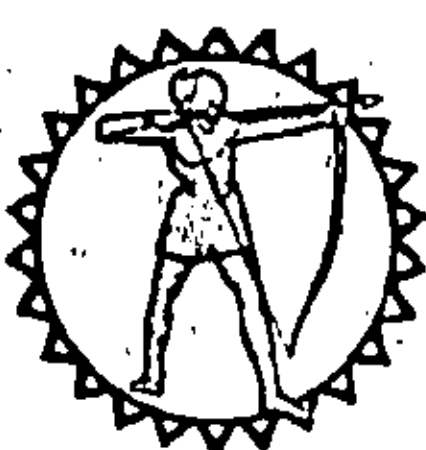
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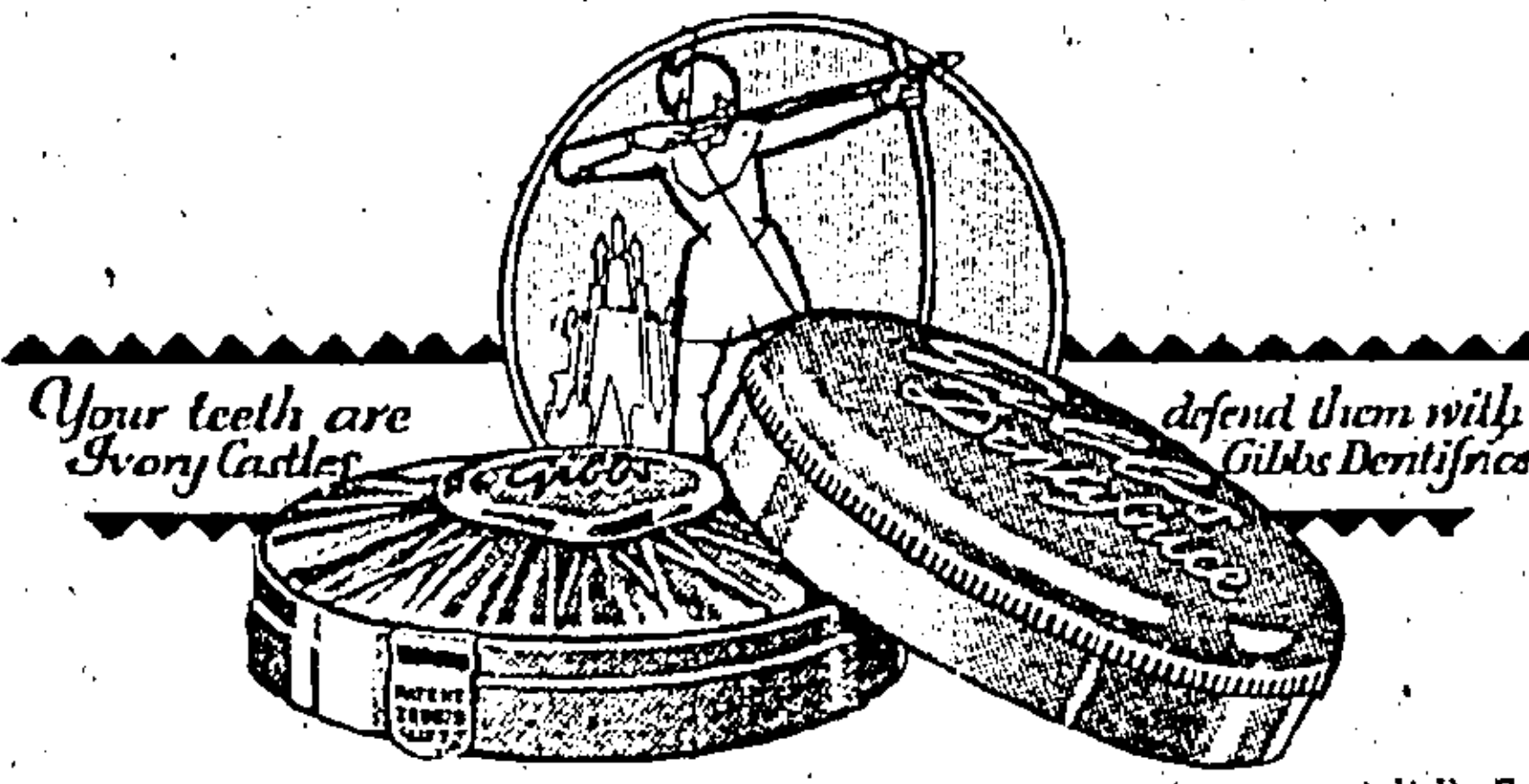
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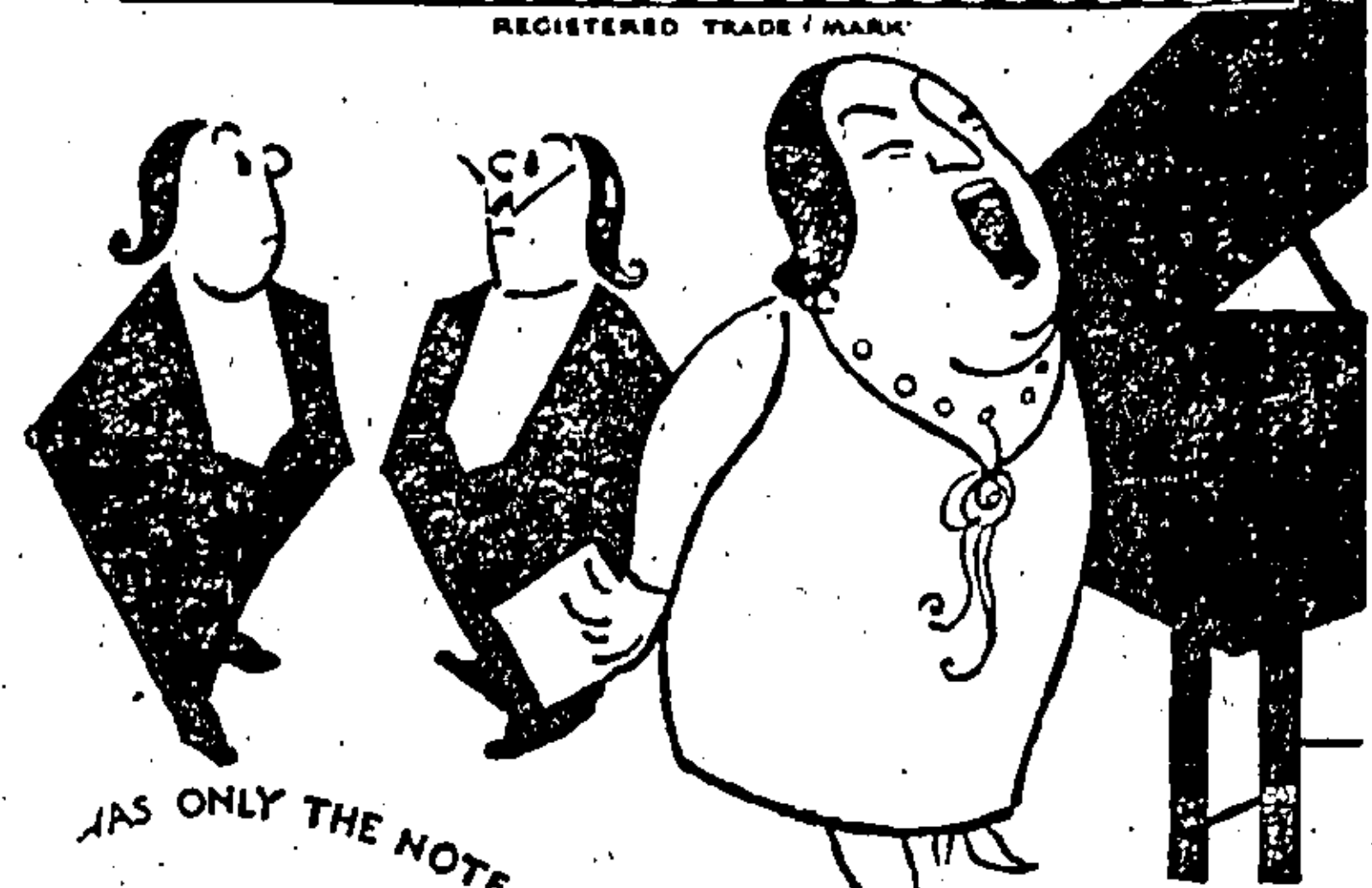


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U.S. MINISTER TO THREE NATIONS.

UNIQUE SITUATION FOR ENVOY.

The American Government has paid to the two little Baltic States of Estonia and Lithuania the graceful compliment of raising its diplomatic representation in each to the status of a legation and of including them with Latvia under the ministerial jurisdiction of Frederick W. B. Coleman, the present American representative at Riga. Mr. Coleman will in the future divide his time between the three capitals, Riga, Reval and Kaunas.

Hitherto the American representation at the capitals of Estonia and Lithuania has been in the form of consulates only. The presiding officers of these now become Charge d'Affaires ad interim except during the two or three months which the Minister is expected to spend in Reval and Kaunas. In each of these he will maintain quarters in the consulates, which are the residences as well as the offices of the officials.

This is the first time an American diplomatic official has been accredited to three countries, but in view of the small size of the "war-born" Baltic States, especially which has but 1,100,000 inhabitants, it is considered the most desirable and workable arrangement.

It is especially gratifying to the officials and people of Estonia since it recognizes the progress the little country has made toward political and economic stability since the recognition of her independence in 1921. These honours were purchased at a considerable price, for Estonia was embroiled with Soviet Russia for two or three years prior to 1921 and was hard put to it to resist the attempts of the Soviet to rejoin her to Russia. Even since then there have been one or two attacks, for the "Reds" still regard the three young Baltic republics as properly part of Russia.

While Riga is quite European in aspect and atmosphere, the other two capitals, especially Reval, are much less so. Reval, to which its people have now given the ancient name, Tallinn, is one of the most interesting cities of Europe. It has been an important Baltic port for more than seven centuries and few Continental cities retain as much of medieval atmosphere.

PUBLICITY WORK OF DEMOCRATS.

MR. RASKOB ISSUES A STATEMENT.

New York—Democratic criticism of President Hoover is mild compared with what the Republicans say in Congress. John J. Raskob, chairman of the Democratic National Committee, declared, as a reply to charges by John Q. Tilson, Republican floor leader of the House, and eastern director of the Republican Congressional Campaign Committee, that Mr. Raskob's committee was slandering the President.

Mr. Raskob in his statement defended the activities of the Democratic national publicity bureau in Washington, the purpose of which was declared by Mr. Tilson to be "misrepresentation" in the issuance of "libelous misinformation" about the President. The Democratic National Committee, Mr. Raskob said, would "ignore all further efforts to distract the public mind from the real issues present in the coming Congressional and Senatorial elections," such as the "Raskob plot to slander Hoover."

His statement reads in part: "For the first time in the memory of many people the Democratic Party has a virile publicity bureau in Washington which has been able successfully to acquaint the people of the United States with the weaknesses, false claims and failures of the Republican Party when in power. The result has been great confusion, poor leadership and three changes in the head of the Republican National Committee, Work, Huston and now Fess.

"To see their party being ridden over roughshod, their failures and false claims as to tariff and prosperity and helping the farmers, exposed and exploded at the hands of an efficient Democratic publicity bureau has thrown them into a panic and they seem to know not how to act under real fire. They are now trying to distract the public mind from their failures through endeavouring to sell a 'Raskob plot to slander Hoover.'

"We will not allow the Republican Party to avoid responsibility for their failure to keep their promises. All further efforts to distract the public mind from the real issues present in the coming Congressional and Senatorial elections will be ignored by the Democratic National Committee because we want no distractions.

"Let the Republicans tell us why they dealt with all tariff

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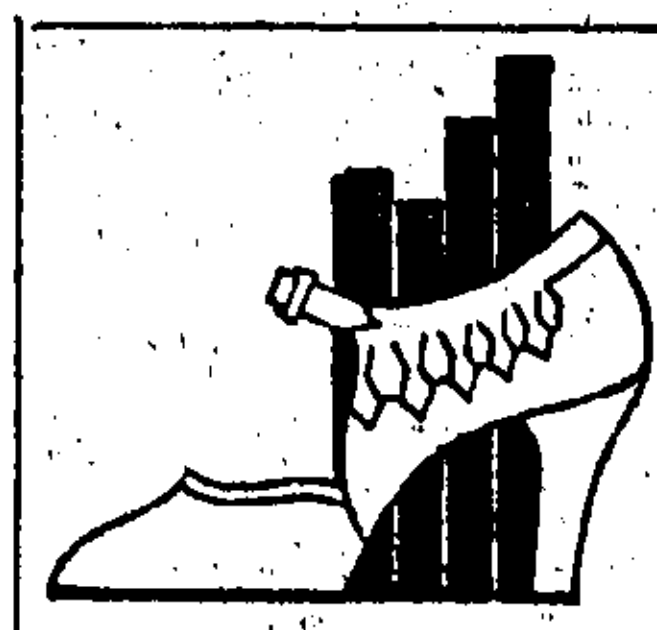
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schedules increasing rates already too high, instead of providing farm relief through the tariff or otherwise. Why did the Administration insist upon and jam through an amendment to the tariff bill transferring from Congress to the President the power to tax? Explain why this is not autocracy instead of democracy?

"Let the Republicans tell the people how they helped the farmer; how they have continued prosperity—a promise they knew they could not fulfill because no political party can upset the law of economics, and how they have kept labour employed. The intelligentsia of this country knew the Republicans could not meet the promises they sold our citizens in the last Presidential election and they voted the Democratic ticket. The poor farmers and labourers who were misled have learned their lesson now through the school of experience, the only school, unfortunately, in which many of them have had any chance to learn. They have learned now and cannot be misled again."



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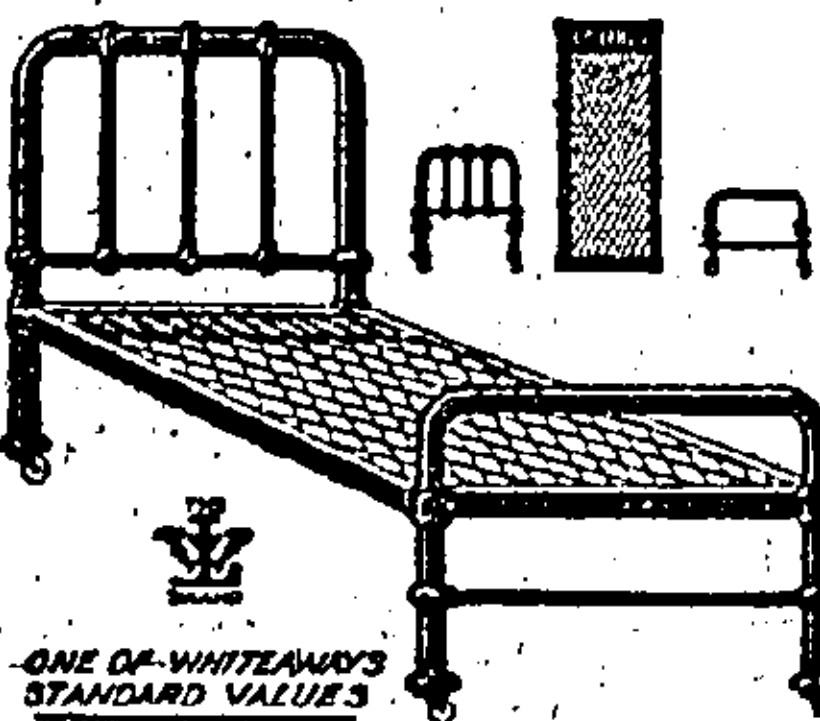
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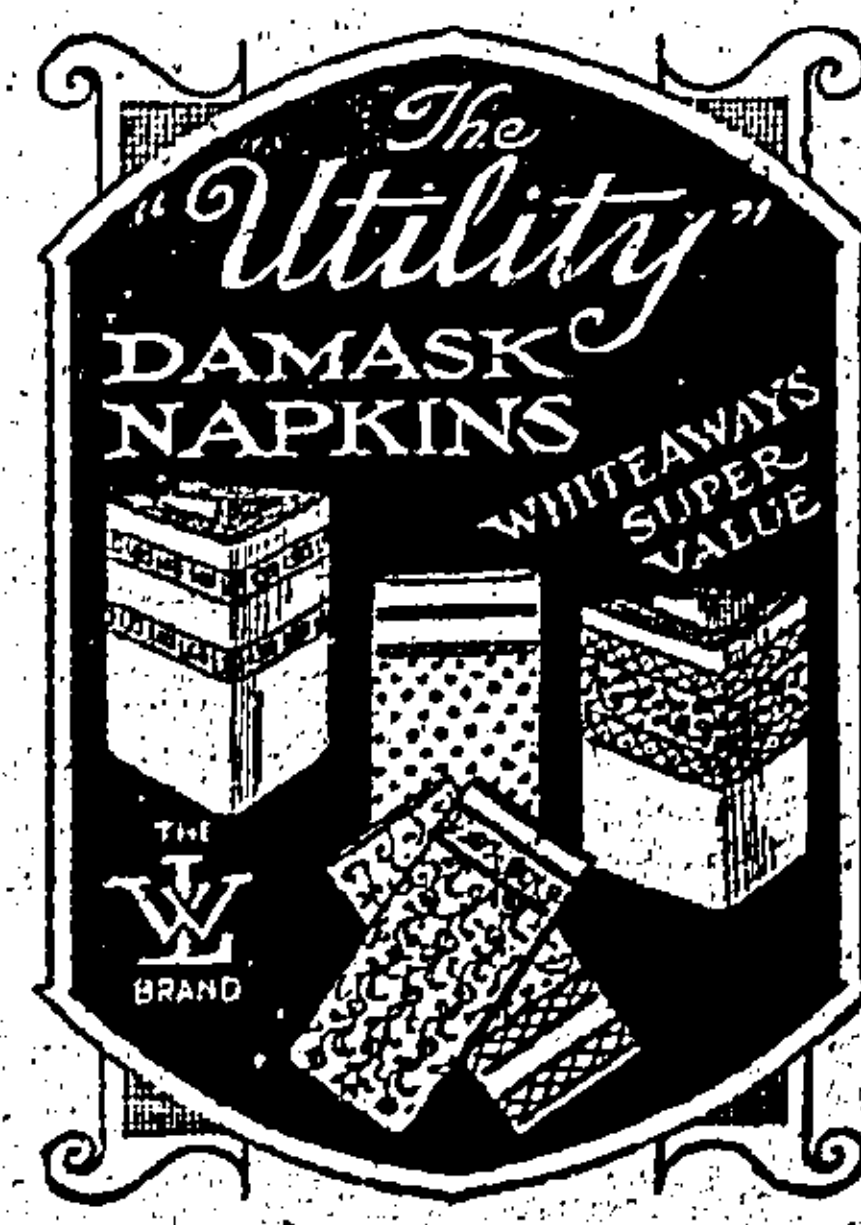
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 "TANTALUS" 20th Nov. Genoa, Havre, L'pool & G'gow

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MR. CHARLES MAKEHAM TO LEAVE COLONY.

From a small concern having a couple of dozen cows, Mr. Charles Makeham has seen the Dairy Farm, Ice and Cold Storage Co., Ltd. grow to its present proportions, in the 35 years that he has been associated with it. Mr. Makeham retired recently from the position of Dairy Superintendent, and on Tuesday will leave Hongkong, to return permanently to Australia.

"Thirty-five years seems much longer looking forward than it does in retrospect," says Mr. Makeham. "It doesn't appear so long ago that I arrived here from Australia and, soon after, joined the Dairy Farm. It was at Pokfulam even in those days but it was a much different farm. Mr. Walker and I were the only Europeans there and with only a couple of dozen cows, the concern was purely a milk shop. There was a winding, twisting road, full of steep gradients and dangerous corners connecting the farm with Victoria but the motors came and resulted in the present fine road."

During the whole of his residence in Hongkong, Mr. Makeham and his wife have been pillars of the Wanchai Wesleyan Church and have seen ministers come and go and have noticed the fluctuating times through which the Church has passed. For many years now Mr. Makeham has been Secretary, and recently relinquished that post in view of his retirement.

It was Mr. Makeham who was largely instrumental in intro-

ESSAY COMPETITION.

FOR GIRL GUIDES AND BOY SCOUTS.

We are informed that the subject selected this year for the Essay Competition arranged by the Hongkong Society for the Prevention of Cruelty to Animals is "What claim have animals on our consideration?"

The organisers hope that a good number of essays will be submitted by both the Boy Scouts and the Girl Guides. The subject should be of considerable interest to all members of both these organisations as one of the laws of Scouting and Guiding is "A Scout (Guide) is a Friend to Animals."

REORGANISATION LOAN MET.

NOVEMBER INSTALLMENT OF 1913 COMMITMENT.

Shanghai, Oct. 17.

The Maritime Customs to-day handed over to the serving banks £124,666, being the November instalment of the 1913 Reorganisation Loan.—*Reuter.*

Mr. and Mrs. Makeham are due to leave on the N.Y.K. steamer Aki Maru on Tuesday and will probably settle in New South Wales. They will take with them the best wishes of very many friends.

FATAL MOTOR BUS ACCIDENT.

BOY OF FIVE YEARS KILLED AT YAUMATI.

The circumstances in which a little boy met with his death were the subject of an inquiry by Mr. Butters, at Kowloon, yesterday afternoon.

Dr. K. Uttley deposed to the injuries sustained by the boy, Wong Nai-sai, who was admitted to the Kowloon Hospital on September 28. He said that death was due to shock following injuries received by having been knocked down by a motor bus.

The driver of the bus, Fong Nam, said that he was driving bus No. 667, at about 5.35 p.m., on September 28, from Taku Wan to Shamshui. The accident occurred when he turned the corner of Taku Street into Bulkeley Street. A number of children dashed across the road from the right, and the deceased was knocked down by the radiator of the bus. Witness applied the hand and foot brakes, stopped the bus and then alighted. He found the boy lying in front of the right back wheel. The boy had not been run over by a wheel. The children were about five or six feet away when he first saw them. He pulled the bus up in less than its own length. He was travelling at about ten miles an hour.

Two other eye-witnesses of the accident gave similar evidence except that they both stated that they did not see many children run across the road.

Sergeant Scrim said that he had examined the bus and found both the hand and foot brakes to be in sound condition. It was also in good mechanical condition.

The jury returned a verdict of death from misadventure.



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 Pres. Van Buren ... Nov. 16, 8 a.m. Pres. Adams Sun., Dec. 28, 8 a.m.

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TO SINGAPORE PENANG & CALCUTTA	Namsang Kutsang Hosang	Tues. 28th Oct at 3 p.m. Fri. 7th Nov at 3 p.m. Satur. 15th Nov at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Yuensang	Wed. 5th Nov at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang Kumsang	Tues. 28th Oct at 7 a.m. Wed. 19th Nov at 7 a.m.
TO SANDAKAN	Hinsang Mausang	Thurs. 23rd Oct at noon Satur. 1st Nov at 3 p.m.
TO TIENTSIN via SWATOW, FOOCHEW & SHANGHAI	Yusang	Sun. 19th Oct at 7 a.m.
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HEALTH BUREAU CASE.

(Continued from Page 2.)

to proceed. Under the Forgery Ordinance as it stands, your client could originally have been proceeded against. You have got to show me that on these facts, a charge of forgery should have been brought against the defendant. That is what I understand is the interpretation of the Ordinance. Where the same facts proved, go to constitute two or more separate offences, under different Ordinances, then you must proceed either under this Ordinance or some other Ordinance. You cannot proceed under more than one.

Mr. D'Almada again argued that falsification of accounts as alleged in Charge 6 was the same as forgery, or perplexingly close to it. Mr. Lindsell said that Mr. D'Almada must do more than merely argue that falsification of accounts was "practically" forgery of books. He must show that it constituted an offence under the Forgery Ordinance.

Mr. D'Almada proceeded to look up his authorities.

A Misconception.

Mr. Lo, in reply, said that all the cases quoted by Mr. D'Almada went to show that the words of the Ordinance had to be considered in their natural meaning. One thing was clear; it applied to two alternatives, both of which were available at the present time. Mr. D'Almada argued that where the offence against the Ordinance was also an offence against another Ordinance for which the defendant was acquitted or convicted then no proceedings could be taken.

Continuing, Mr. Lo submitted that the Section was a saving Section to prevent an argument like that being raised. Mr. Lo then went on to give examples and quotations, and said that it had nothing to do with *autrefois acquit*. It was not meant to be applied to the present case.

Mr. Lo said that any other argument must do violence to the language which allowed him to have alternatives. The whole point was if the defendant were guilty of an offence under the Ordinance or under the Corrupt Practice or under any other Ordinance then he (Mr. Lo) was entitled to go for him either under one or the other. He agreed that he could not go for the defendant under both Ordinances because the plea of *autrefois acquit* would be available.

It was only a saving Section, continued Mr. Lo, and not a defensive one. If his friend were right and it did afford an offence "in bar" to proceed, one would have thought that there was some reference in England. There is "absolutely no authority in that point. His Worship could take it from him that there has not been a decision on the point at all. If his Worship were to rule in favour of the defence it would be a revolutionary change.

Proceeding Mr. Lo said that the Court of Appeal ruled that the present case was an entirely distinct one. "I say that the whole of my friend's arguments are based on a misconception of the scope and ambit of Section 17," concluded Mr. Lo.

His Worship said that he would consider the matter before the next hearing but he intimated that he was at present against Mr. D'Almada.

The case was adjourned till Monday.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 8th November, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Hongkong, 15th November, 1930.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, (

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th October, 1930.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd October, 1930, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th November, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1930.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "CHENONCEAUX" Arrived Hongkong on Monday, the 13th October, 1930.

From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Wednesday, the 22nd October, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Saturday, the 18th October, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hongkong, 13th October, 1930.

WILH. WILHELMSEN.
THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Motorship,

"TRIANON"

having arrived from Norway via ports on the 16th October, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 23rd October, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on the 22nd October, at 10 a.m., by our Surveyors, Messrs. Anderson & Abo.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—
THORESEN & CO., LTD., Agents.
Hongkong, 16th October, 1930.



KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

M.V. "VAN HEUTSZ"

will be despatched on 23rd October at noon.

For SINGAPORE, PENANG & BELWAN DELI DIRECT.

Offers excellent saloon accommodation all lower berths, English Cuisine, doctor carried, wireless telegraph.

"FIRST CLASS FARE to SINGAPORE £14."

In connection with the Royal Packet Nav. Co's (R.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents—JAVA CHINA JAPAN LINE.

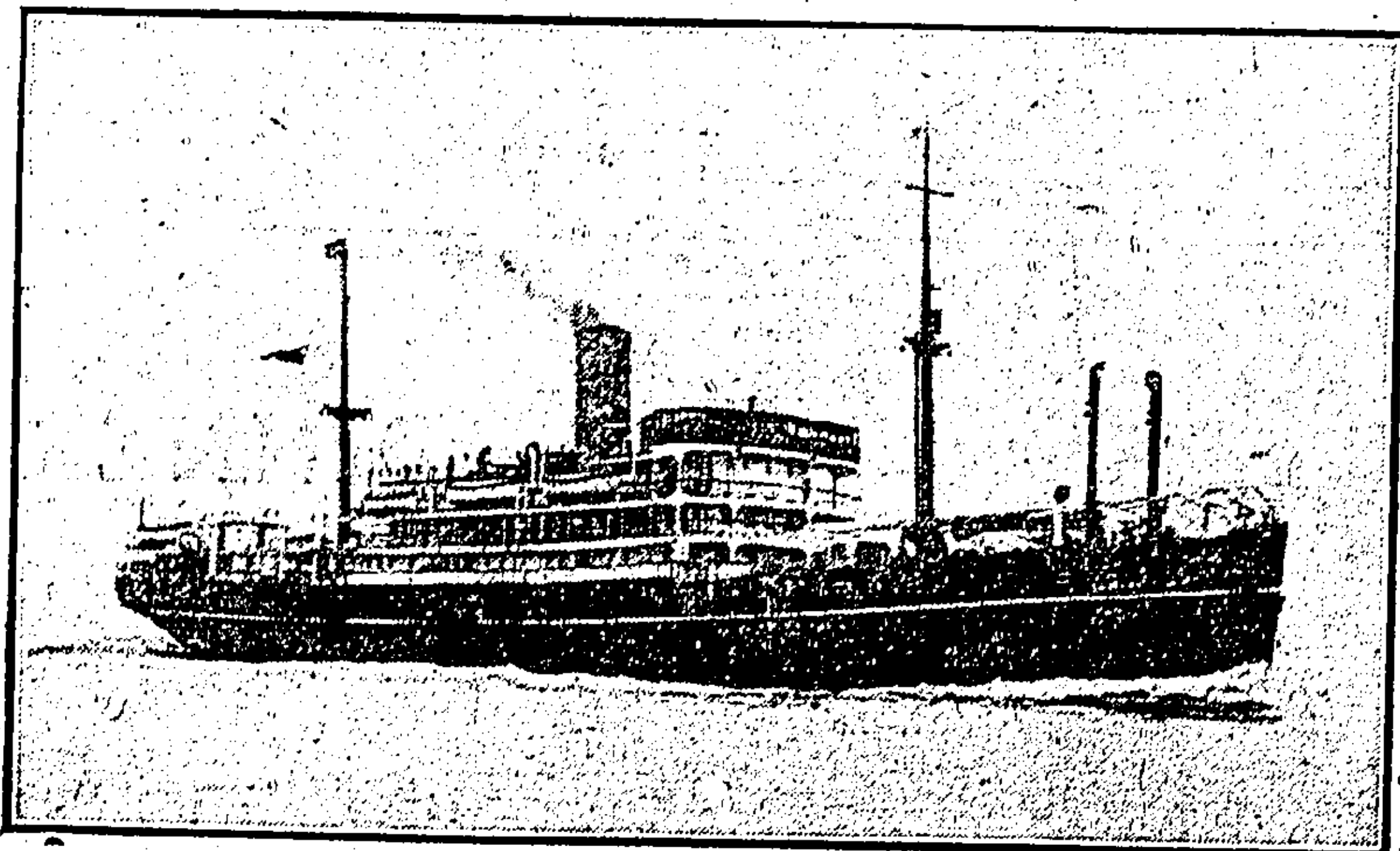
Telephone 28015. York Building, Chater Road.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition, Engineering First and Second Editions.
Western Union and Watkin's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron Steel and Brass Founders, Forge Masters, Electricians.

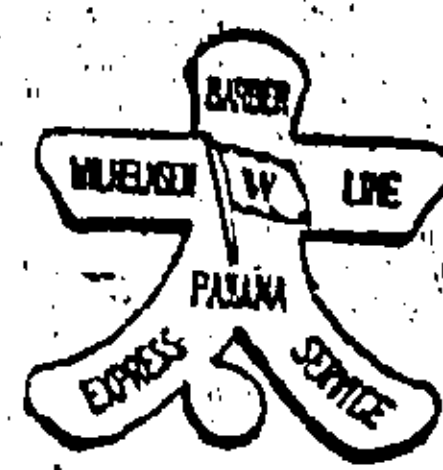


S.S. "TAIPING."

Passenger and Cargo Vessel Built and Engineered at the Kowloon Dock by The Hongkong and Whampoa Dock Co., Ltd., to the order of the Australian-Orient Line, Ltd. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.



BARBER, WILHELMSSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

Next Sailing

M.V. "TAI YANG"

ON

OCTOBER 19th

for

SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KHYBER	9,114	25th Oct.	M'ss, L'don, Hull, R'dm & A'warp
MACEDONIA	11,120	8th Nov.	Bombay, M'ss & L'don
*KIDDERPORE	5,334	11th Nov.	Straits, Colombo & B'bay
*NAGPORE	5,283	15th Nov.	M'ss, Barcelona, L'don, Hull, H'bg, R'dm & A'warp
*KARMALA	9,128	22nd Nov.	M'ss, L'don, Hull, H'bg, R'dm & A'warp
RAWALPINDI	16,619	6th Dec.	Bombay, M'ss & L'don
*Cargo only *Calls Casa Blanca.			

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Lyons, Smyrna and other Levant by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,005	25th Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	16th Nov.	S'pore, Penang & Calcutta
TALMA	10,000	27th Nov.	S'pore, Penang & Calcutta

E. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*NELLORE	6,853	31st Oct.	Manila, Townsville,
*TANDA	6,956	5th Dec.	Brisbane Sydney and Melbourne

*Calls Sandakan & Thursday Is. 1 Calls at Rabaul.

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*BENALLA	—	19th Oct. 6 a.m.	Shanghai & Kobe
TALAMBA	8,018	22nd Oct.	Amoy, S'hai, Moji, Kobe, Yokohama & Osaka
MACEDONIA	11,120	23rd Oct.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	3rd Nov.	Amoy, Moji, & Kobe
LAHORE	5,304	3rd Nov.	S'hai, Moji, Kobe & Yokohama
RAWALPINDI	16,619	7th Nov.	Shanghai, Kobe & Yokohama
*Cargo only			

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., O. Agents.

TRAVEL A.O. LINE

To AUSTRALIA. * Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (AUSSEAS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARDS CARRIED.
Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN
LONDON (via Australia) from £141/10/-
(Australian Newspapers of the)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	In Port	October 21st	October 24th	November 6th
TAIPING	November 14th	November 21st	November 24th	December 10th
CHANGTE	December 14th	December 21st	December 24th	January 10th
TAIPING	January 14th	January 21st	January 24th	February 6th

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

CENTRAL THEATRE

To-day to Tuesday.
Daily at 2.15, 5.10, 7.15 & 9.20 p.m.

She recognized no
barriers to love —
—this lovely, lonely wife!



"A DANGEROUS WOMAN"

with
BACLANOVA
CLIVE BROOK
NEIL HAMILTON

Paramount News
and Sound novelty
Paramount Picture

Next Change, WEDNESDAY, Oct. 22nd.

Arthur Lake June Clyde
Sally Blane Ann Pennington

— IN —

"TANNED LEGS"

Radio's Dazzling Bathing Beauty Revue
Hear New Song Hits of the Hour.

Booking at Anderson's & The Theatre. Tel. 25720

ALL MUSIC... ALL SOUND... ALL DIALOGUE



Good billed
against evil—faith-
fulness against
beauty—wanton-
ness against fide-
lity—a startling
blackface romance,
dramatic, appeal-
ing, enjoyable.

The GRAND PARADE

HELEN TWELVETREES
and FRED SCOTT

Hear
what you
See
100% Talking
Singing Dancing.

AT THE MAJESTIC
Nathan Road, Kowloon. Phone 57222.

Seats may be reserved in advance at Moutrie's
and at Theatre.

ZAMBESI BRIDGE PROJECT.

BRITISH COMPANY SECURES
HUGE CONTRACT.

A THREE-YEAR'S JOB.

London, Oct. 17. Contracts were signed to-day for the construction by the Cleveland Engineering Company, Limited, of a bridge across the Zambesi and some thirty-five miles of railway on the south bank of the river to connect the existing lines of the Trans-Zambesi Railway and the Central Africa Railway.

The total contract price is £1,434,000, and the work is expected to take at least three years to complete. It will provide direct communication between Nyasaland and the port of Beira.

An extension of the railway to Tape Lake, Nyasa, which has hitherto been without railway communication to the coast, is also being begun by a new company agreeing to carry out these schemes. It is understood that the Government of Nyasaland is undertaking the improvements of the roads of the Protectorate and of the steamship services on Lake Nyasa.

The total cost of all these enterprises, including the construction of the bridge and approach railway, is expected to amount to about £2,250,000.—British Wireless.

ENGLAND-AUSTRALIA FLIGHTS.

EXCITING RACE IN FINAL STAGE.

London, Oct. 17. The progress of the two airmen who have now reached the final stages of their England-Australia flight is being watched with keen interest here.

Flight-Lieutenant Hill, on the twelfth day of his journey on a private Moth aeroplane, was reported this morning on the way from Bima to Atambua, on Timor Island. It is understood that he hopes to reach Port Darwin early to-morrow (Saturday) morning.

Wing Commander Kingsford Smith, who left England four days after Hill, took off for Sourabaya from Singapore on his Avro Avian monoplane early this morning, and is expected at Port Darwin on Sunday.—British Wireless.

Batavia, Oct. 18. Wing Commander Kingsford Smith arrived at Sourabaya at five o'clock yesterday afternoon and left for Atambua at five o'clock this morning.—Reuter.

London, Oct. 17. The finish of the dramatic air race between Wing Commander Kingsford Smith and Flight-Lieutenant Hill is breathlessly awaited both in England and Australia.

Reuter's correspondents along the route testify to the determination of the rivals. Hill, who left England four days ahead of Kingsford Smith, left Rangoon for Singapore at 12.45 in the morning, and flying through the darkness arrived at Bima, in the Dutch East Indies, at eleven to-day. He takes off on the last hop for Australia via Atambua to-night.

A message from Port Darwin, which expects Hill to-morrow morning and Kingsford Smith on Sunday morning, states that the place is feverishly excited, and is preparing a reception rivaling Amy Johnson's.

The latest news of Kingsford Smith is contained in a Singapore message which says he left for Sourabaya at 6.15 in the morning.

Hill is 2½ days and Kingsford Smith five days ahead of Bert Hinkler's record solo flight to Australia.—Reuter.

GARAGE BLAZE IN CANTON.

BUILDING GUTTED BY A SPECTACULAR FIRE.

THREE CARS BURIED.

Canton, Oct. 17. Another spectacular fire occurred yesterday afternoon when a motor garage situated on the Shakes Maloo, almost opposite the British Bridge, Shamen, went up in flames.

The fire broke out about 5.30 p.m. and, according to the inmates of the building, commenced on the first floor through the fusing of electric wires. Whatever the actual cause, the whole building was soon enveloped in flames.

Actually two buildings were gutted. These buildings are exactly similar, being owned by the same man, and they communicated inside one with the other. In fact, it might be called a double building with two numbers.

The ground floor of both buildings was occupied as the garage known as the Ling Tung in which were housed five public hire cars at the time. It is reported that the owner of the building is also a partner in the Ling Tung Garage.

When the fire occurred the employees of the garage did not remove the cars, but the police and fire engine were quickly on the scene of the conflagration, and the police brought two cars out of the blazing building practically undamaged. Before they could return for the others, the top floors and roof collapsed, burying the three remaining cars and at the same time smothering the fire which, after the collapse, was rapidly extinguished by the efficient work of the Fire Brigade.

It is known that the building and motor cars were insured with foreign fire insurance companies to the extent of \$63,000.—Our Own Correspondent.

TO-DAY'S RACES AT FANLING.

GOOD PROSPECTS FOR THE OPENING MEET.

[By "Ringtail."]

Everything points to the success of the opening meet of the Fanling Hunt and Race Club's Steeplechase meeting which will be conducted at Kwai race-course this afternoon, commencing at 3 p.m.

Some good class entries have been received and with such interesting sport in prospect, and fine weather assured, there should be a bumper attendance.

His Excellency the Governor (Sir William Peel) and Lady Peel will be present, and Lady Peel will distribute the prizes after the fourth race.

No fault can be found with the state of the going. The November Cup over a distance of one mile and a quarter provides the chief event on the card and this will no doubt serve as a pointer to the Fanling Grand National which is decided later in the season. My selections are:

1st Race.
As You Like It.
Country Club.
Pai O' Mine.

2nd Race.
San Francisco.
Target.
Novanagher.

3rd Race.
Fanling Stag.
Big Ching.
Kirribilli.

4th Race.
Christmas Frolic.
Blue Boy.
Penhole.

5th Race.
The Goods.
Diana.
The Partridge.

PLIGHT OF BRITISH LAD AT CHITA.

FORMALITIES COMPLETE, BUT STILL DETAINED.

SOVIET RELENTLESS.

Shanghai, Oct. 17. It is learned that Mr. C. F. Gastin, O.B.E., the British Consul-General at Harbin is in possession of a receipt showing that the documents necessary for the release of Christopher Jowett, the 18-year-old nephew of the Rt. Hon. F. W. Jowett, were in the hands of the Soviet authorities at Manchuli on October 11.

In spite of this, there is as yet no news that he has been permitted to leave Chita.

Friends at Harbin have been remitting funds to Mr. Jowett, whose parents are in Peking, through the Dalbank but it is not certain whether these are reaching him.

It may be recalled that he was arrested at Manchuli on September 25th, while proceeding to Peking on the Trans-Siberia Railway. His passport had been stolen from him between Chita and Manchuli and he was therefore stopped at the Sino-Soviet frontier and sent back to Chita under armed guard.

He has now been detained for three weeks for an "offence" that normally is settled in a week, and there is reason to believe that he has been severely treated because of the political activities of his uncle in Britain.—Reuter.

FLORIST DELIVERY SERVICE.

HONGKONG LINKED WITH OTHER CENTRES.

Known as the "F.T.D." (Florists Telegraph Delivery) a most useful organisation exists among leading florists throughout the world, whereby an order placed with one of the members of the Association in one part of the world, will ensure flowers being delivered on a stipulated date in almost any other part of the world wherever the "F.T.D." has agents. Hongkong has now been brought into the ever-widening sphere, and the Clover Flower Shop has been appointed as the local representative.

The organisation is in every way reliable, and local residents will doubtless appreciate the facility now offered. In cases of urgency, the Clover Flower Shop is now able to guarantee the delivery of flowers in any part of the United States, Great Britain and most in the ordinary way. An advertisement elsewhere in this issue draws attention to the scheme, or further particulars as to countries and cities within the "F.T.D." sphere, may be obtained from the Clover Flower Shop.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.90½	123.87½
Geneva	25	25.02½
Berlin	20.43	20.43
Oslo	18.16	18.16
Helsingfors	193	193
Athens	376	376
Buenos Aires	36½	36½
Shanghai	1/7½	1/7½
New York	4.85, 51/32	4.86
Amsterdam	12.06	12.06½
Stockholm	18.09	18.09
Vienna	34.44½	34.42½
Madrid	50.40	49.75
Bucharest	818	818
Montevideo	38½	38½
Hongkong	1/3, 9/16	1/3, 9/16
Brussels	34.85½	34.84
Milan	92.80½	92.80½
Copenhagen	18.16	18.16
Prague	169½	169½
Rio	4½	4½
Lisbon	108.25	108.25
Bombay	1/5½	1/5, 13/16
Yokohama	2/0½	2/0½
Silver (spot & forward)	16.11/16	16½

—British Wireless.

"PICTURES"

AND
THEN

DINNER

COCKTAILS
and then Dinner.
TO-NIGHT'S MENU
\$1.75.

- 1.—Fruit Cocktail
- 2.—Hot or Cold Clear Soup
- 4.—Grilled Californian Salmon, Parsley Sauce
- 5.—Fried Rice Birds
- 6.—Lamb Cutlet, Pea Sauce
- 7.—Roast Capon and Ham
- 8.—Roast Beef, Horseradish Sauce
- 9.—Brown Potatoes
- 10.—Boiled Potatoes
- 11.—Mashed Potatoes
- 12.—French Beans
- 13.—Blackberry and Apple Pie
- 14.—Ice Cream
- 15.—Fruit
- 16.—Coffee

DINNER

AND
THEN

"PICTURES"

LANE, CRAWFORD'S RESTAURANT.

QUEEN'S

BOOK IN ADVANCE AND AVOID THE RUSH.
AT THE TO-DAY to TUESDAY
PUNCTUALLY at 2.30, 5.10, 7.15 & 9.20

A Million Laughs!



FREE AND EASY

—the greatest
galaxy of
stars
ever!

BUSTER KEATON

Talks and Sings! See and Hear
WILLIAM HAINES ANITA PAGE
FRED NIBLO TRIXIE FRIGANZA
ROBERT MONTGOMERY
LIONEL BARRYMORE KARL DANE
CECIL B. DE MILLE

An Edward Sedgwick production

SEE THE LATEST
HEARST
METROTONE NEWSREEL

QUEEN'S NEXT CHANGE

The Duncan Sisters

—they're
great!

6AM
WOOD
production

LAWRENCE
GRAY
BENNY
RUBIN

It's a great life—
but you'll weaken
from laughter at the
mad merriment of
the famous sisters!
Song, his galore!
Romance and a great
story of backstage
life and love!

HEAR THE SONG HITS

"I'M FOLLOWING YOU"

"HOOSIER HOP"

"I'M SAILING ON
A
SUNBEAM"

Memo Goldwyn Mayer
ALL TALKING pictures

BLAZING LOVE THROUGH ETERNITY!

The Spectacle of the Ages!

Told by Two Glorious Lovers
who Loved for All Eternity
WARNER BROS. present

DOLORES COSTELLO

"NOAH'S ARK"

with GEORGE O'BRIEN

A WARNER BROS. PRODUCTION

AT THE
WORLD

FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20
(Interpreted at all Performances)